

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. XLX.]

HONGKONG, SATURDAY, 18TH NOVEMBER, 1899.

No. 21.

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BIRTHS.

On the 14th November, at "Windermere," Kowloon, the wife of FRANK SMYTH, of a son.

At Yokohama, on November 4th, the wife of C. H. WILSON (Hongkong and Shanghai Bank), of a son.

MARRIAGES.

On October 31st, at Yokohama, WILLIAM WOODS GREENE, Chief Officer in the N.Y.K., to JESSIE MATILDA BOOTH, third daughter of Geo. Booth, of Yokohama.

On the 8th November, 1899, at St. Joseph's Church, Shanghai, by the Rev. Father M. Kenne ly, S.J., ALBERT EDWARD EVANS, of Bath, England, to GRACE EMILY GUNDRY, of Shanghai.

At the Peak Church on the 14th November, 1899, by the Rev. R. F. Cobbold, WILLIAM NEWTON, of Hongkong, to EDITH MARIAN POUND, daughter of the late Henry Pound, of Upper Clapton and Eastbourne, and of Mrs. Henry Pound, of "Linkwood," Tooting Bec Common, S.W.

DEATHS.

On the 28th October, at Taiping, BLANCHE EDITH, wife of HARVEY (ALDICOOT, P.W.D., aged 36 years.

At his residence in Tokyo, on November 2nd, A. MACMILLAN, aged forty-eight years.

ARRIVALS OF MAILS.

The German mail of the 16th October arrived, per N. D. L. steamer *Koenig Albert*, on the 14th November (29 days).

EPITOME OF THE WEEK.

A parcel post is about to be established between the United States and Japan.

Captain Hiraoka, who has been ordered to the scene of the Anglo-Boer war, was to leave Yokohama by the *Bingo Maru* on the 8th inst. and will tranship at Bombay for Natal.

The Custom House at the new part of Yochow, in Hunan, was to be opened on the 13th instant.

Mr. Joseph Walton, M.P., arrived at Shanghai on the 9th inst. from his tour on the Yangtze.

Mr. J. McLeavy Brown, the head of the Customs and other government departments at Seoul, is at present on a visit to Shanghai.

The U.S.S. *Monocacy* with the Hon. E. H. Conger, American Minister, arrived at Shanghai from the Yangtze ports on the 11th inst.

A branch of the American Asiatic League, which is an organisation on the lines of the China Association, has been established at Kobe.

A Shanghai contemporary states that the third Secretary of the Russian Legation at Tokyo has been appointed Adviser to the Korean Government, vice Mr. Greathouse, deceased.

The United States cruiser *Charleston* was wrecked on the morning of the 2nd instant, on an uncharted rock off North Luzon. The crew displayed perfect discipline and were all saved, reaching Casuagin Island in the ship's boats.

The Singapore Diamond Jubilee Memorial scheme has come to hopeless grief. At a meeting of the Committee held on the 6th inst. it was resolved that a Bill be introduced in the Legislative Council authorising the return of the subscriptions.

The *Japan-American Commercial Journal* says that the Central Tea Guild of Japan is now favoured by the Government with a yearly subsidy of 70,000 yen, by which means, the *Journal* remarks, they are enabled to undertake the further expansion of their business.

From Hankow we learn that the week before last two steamers left the Hanyang Iron Works, one with 2,000 tons pig iron for Japan and one with 2,000 tons steel rails. There are a good number of accidents, broken legs, etc., caused by inexperienced coolies handling heavy steel rails.—*Mercury*.

The painting of some of the men-of-war black has naturally given rise to considerable speculation as to the reason. We hear that a general order has been issued by the Admiralty that all Post Captains' commands are to be painted black before January next. The order is not peculiar to the China station, nor is it likely that it will be continued in force permanently. It is understood to have reference to certain contingencies in connection with the present situation. The smaller boats are not affected by the order.

Mr. Kakei Otani, the President of the Yokohama Chamber of Commerce, contributes an article on "The telegraphic service between the United States and the Far East" to the *Japan American Commercial Journal*. He advocates a Pacific cable and concludes his article as follows:—"As the cable, besides requiring an enormous capital, affords a great advantage to the commerce of North America and of the Far East, the Governments concerned should be quite willing to assist the enterprise, which would, moreover, affect the political situations. We shall endeavour to induce the Japanese Government to guarantee such aid as they can render to the cable company if it should be founded on a firm and steady basis."

Sir Claude MacDonald, the British Minister, who is accompanied by Lady MacDonald, arrived at Hongkong on Tuesday night by the N. D. L. steamer *Koenig Albert* on his return from leave of absence and proceeded north by the same steamer on Thursday morning. Sir Claude and Lady MacDonald spent Wednesday at Government House.

Major Alfred A. E. Wrottesley, R.E., who was stationed in Hongkong a few years ago, has been drowned at Teneriffe, probably whilst bathing. He was brother of Lord Wrottesley, whose son, Captain the Hon. W. Wrottesley, died at sea while returning home from India a few weeks ago, thus wiping the name out of the Army list within a month, except for another uncle, who is retired.

Much disappointment and indignation have been expressed in Hongkong during the past week owing to the retrocession of Shamchun to China. This town, it will be remembered, was occupied in May last to mark the British Government's sense of the duplicity of the Chinese Authorities in connection with the taking over of the New Territory. The evacuation by the Military took place on the 11th inst.

A Bill has been introduced in the Legislative Council of the Straits Settlements to prevent the propagation of plague. The statement of objects and reasons sets forth that the Venice Plague Convention of 1898 having been adhered to by the British Government, it becomes incumbent on the Colonial Government to introduce such legislation as will enable it to deal, in accordance with the Convention, with questions relating to the departure of passengers and the exportation of susceptible goods from districts infected with plague. The present Bill is brought forward with that object. It will give the Government the powers requisite to carry out effectually the provisions of Chapters II., III., and IV. of the General Sanitary Regulations prescribed by the Convention.

Dr. Manson in the course of his inaugural address at the London School of Tropical Medicine dealt with the question of plague prevention. According to Dr. Manson, in order to prevent plague all we have to do is to exterminate the rats. That looks sensible. The doctor omitted to tell us, however, how the extermination is to be effected. The Australians have expended much thought and money on the attempt to exterminate rabbits, but without success. The extermination of rats would, we fear, be found an even more impossible undertaking. The most that could be looked for would be to diminish their numbers in human habitations and so prevent their contact with man and his surroundings. For that no expedient can equal the keeping of a well fed cat. If the Government offered inducements to the Chinese to keep cats and to feed them well perhaps Dr. Manson's taunt that plague goes on in Hongkong as if there were no such thing as sanitary science would not be so well deserved as it appears to be at present. The expedient of offering a payment for rats caught in traps has been tried and has failed to produce any appreciable effect in diminishing the number of the rodents. A cat on every floor of every house would prove more successful. But if that measure were resorted to we would in banishing rats also banish sleep.

THE INLAND NAVIGATION RULES AND THE BRITISH MINISTER'S RESPONSIBILITY.

(Daily Press, 14th November.)

The return of the British Minister to China presents a favourable opportunity for us to pass in review the opinions we have expressed with regard to the opening of the Inland Waters of China, a concession which he is credited with having obtained from the Chinese Government. Before Sir CLAUDE MACDONALD left China for Europe we stated that the restrictions of which merchants and shipowners now complain, and which for all practical purposes keep the Inland Waters closed, were introduced with his knowledge and consent, and we further stated that in allowing this he was under a misconception of the conditions of trade in China. Mr. DUDGEON, of Shanghai, in a letter to the *N. C. Daily News*, while agreeing in the main with our statements, defended the British Minister from the charge we made; but, as we pointed out in a subsequent article. Mr. DUDGEON apparently did not grasp the nature of the restriction which had then just been imposed by the ruling of the Inspector-General of Customs, namely, that inter-treaty port vessels shall not also be registered for inland navigation. If we have done Sir CLAUDE an injustice we are willing to make ample apology, but we must first be convinced, and in no uncertain way, that such is the case. We repeat that the restriction was made with his knowledge. The Committee of the Hongkong General Chamber of Commerce, when addressing the Colonial Secretary on the subject, gave it as their opinion that "the British Minister when negotiating for 'the opening of the inland waterways to 'foreign trade and navigation had in view 'the unrestricted freedom of foreign steam-boats to proceed from port to port along 'those waterways, and not for the navigation to be divided into separate 'classes, namely, interport and inland." We regret that we cannot echo the opinion of the Committee of the Chamber of Commerce. Mr. BAX-IRONSIDE supports with the whole weight of his authority the decision which enforces this distinction. Now, as he is in possession of the archives of the Legation, it is more than likely that in doing this he is supporting the known views of his chief, and this contention is further confirmed by the report of the speech made by Sir CLAUDE MACDONALD at the China Association dinner in London. In an article on that speech we pointed out that it was evidently Sir CLAUDE's idea that the restrictions should be imposed. But it is needless to go on speculating as to what were the intentions of the Minister. An opportunity is now afforded to the public through their representative body of asking a plain straightforward question of Sir CLAUDE as to whether he did intend it or not? If the reply is in the negative it will then be open to the shipping firms to at once put the question to the test by applying to register one of their inter-treaty port vessels for inland navigation rights. We say rights advisedly. If on the other hand the reply is in the affirmative it will then be the duty of the Chamber to bring to Sir CLAUDE's notice the effect that the decision will have on the concession. In support of this they will have the independent opinion of Mr. HOSIE and Mr. MANSFIELD, and it will be their duty to show plainly and clearly that if the restriction is allowed the whole concession will be, in the words of their Committee, "a 'hopeless sham." Let there be no mincing

of matters, but let us once and for all have a clear statement of what it is that the Chinese Government have granted us. And, in order to arrive at that very desirable point, it would be well for those interested in the question that they should understand that there are two distinct points at issue. One is, Is there to be unrestricted freedom for foreign and Chinese steamers to go from place to place in China? The other is, Can that freedom, even if in a measure restricted, be extended to steamers trading to and from Hongkong? We are inclined to think that the Shipping Companies in their communication to H.M. Chargé d'Affaires dated June 17th, 1899, published in the correspondence of the Chamber of Commerce, made a mistake in introducing the question of whether it pays to run steamers on the West River with the question of whether they have the right to run them, that is, right unrestricted in the manner we have pointed out. It is, we take it, not the Minister's duty to say whether a certain trade will pay or not; it is for him to say what rights he has secured. It will then rest with the public to say whether they consider them valuable or not. With regard to the Inland Waters concession, this question has not as yet been put to our Minister. The opportunity presents itself of doing so and we are quite sure that in taking advantage of it the Chamber of Commerce will but give voice to the opinion of the public. Nor do we think Sir CLAUDE MACDONALD himself will take exception to our merchants following the advice he tendered them in his recent speech in London, when he reminded them that they must rely to a great extent on their own unassisted enterprise. It is for him to say what they are permitted to, and we will answer for the merchants that they will not be slow to find the ways and means of doing it.

THE CANTON GUILDS AND THE LEKIN QUESTION.

(Daily Press, 16th November.)

The farming out of the collection of taxes is a familiar arrangement in China, and from a petition published in another column it will be seen that the Native merchants of Canton have arrived at the conclusion that it would be to their interest that the Seventy-two Guilds into which they are organised should acquire the right to collect the lekin tax in the province of Kwangtung. For this privilege they offer to pay the fixed sum of Tls. 4,000,000 per annum. The Viceroy seems, from references to the subject in the native papers, to be difficult about accepting the offer, entertaining doubts, apparently, as to whether the payments would be regularly forthcoming when they became due. The doubts entertained on this head are not unwarranted, for the terms proposed in the petition leave more than one convenient loophole by which the contract might be evaded. It is set out, for instance, that the collection of lekin may be greatly interfered with by the issue of transit passes, and it is proposed therefore that the farmers of the tax should be entitled to ask that the rent of the Farm should be adjusted according to the circumstances and the amount of business that is being done. They also ask that they shall be allowed to surrender the Farm in the event of business being interfered with by war or rebellion. It is not unnatural therefore that the Viceroy should ask for full security before entertaining the offer.

Assuming the collection of lekin to be farmed out to the Seventy-two Guilds it

does not follow that the new taxmasters, merchants though they be, would prove less oppressive than the old. They would work the collection in their own interests, not in the interests of the producer or consumer, and the position of the guilds as close corporations would be materially strengthened, free competition being proportionately restricted. The spirit in which the Farm would be worked is made evident in clause 8 of the proposed terms, which provides that if "any crafty merchant" shall make use of transit passes to evade the payment of lekin the representative merchants shall be at liberty to petition the Authorities to have the matter investigated. The principle of the transit pass is recognised as having virtue, however, for it is proposed that a new pass shall be brought into existence which shall confer equal privileges with the transit pass, but shall be issued by the lekin authorities instead of the Foreign Customs. If this proposal were accepted the competition of the Native with the Foreign Customs would be furnished with a new weapon, and one which would be vigorously used to the detriment of foreign trading interests. The Seventy-two Guilds of Canton, it may be noted, appear to have a very poor opinion of foreign merchants, as well as of Native Christians, for they ask that no Foreigners or Native Christians or persons unconnected with the Guilds shall be allowed to acquire any share or interest in the Lekin Farm, but "only truly honest" and trustworthy merchants." Foreigners and Native Christians are evidently not included in the category of honest and trustworthy merchants.

PIRACY IN THE CANTON WATERS.

(Daily Press 13th November.)

Mr. E. B. DREW, recently Commissioner of Customs at Canton, in his report on the trade of that port for last year, made reference to the prevalence of piracy on the river waters. The evil, he said, had become so grave that it could be lightly treated no longer. "The Viceroy," he continued, "has lately organised a special system of prevention of piracy, based on a detail of 'seven launches to definite sections on the 'main water routes and supplemented by 'guardboats, all under the control of one 'man. The provincial authorities have become apprehensive that if they do not 'act, others who are not entitled to do so 'are likely to interfere to stop the evil. 'But it ought to be admitted that the evil 'is a most difficult one to cope with, and 'that a much more vigorous Government 'than the Chinese would be put to an 'extreme test of its resources in the 'effort to put a stop to it." The detail of seven launches does not seem to have had much effect in reducing piracy, and Mr. DREW's successor, Mr. SCHÖNICKE, has now adopted a further measure, aimed particularly at one branch of the evil, namely, the men looting of passenger launches. The proposal is that every launch shall carry its own special police force and pay for it, and, according to the time honoured Chinese custom of vicarious responsibility, the unfortunate steam-launch owner is to be held criminally responsible should any outrage take place on board his craft. It is not surprising to learn that the launch owners object to the new regulations. The pay of four constables for each launch will mean a heavy addition to the running expenses, and the searching of all the passengers and their luggage will mean delay, will be distasteful to the passengers, and will discourage traffic. Such extreme measures ought to be un-

necessary. It cannot be admitted, as Mr. Drew claims in his report, that "the evil is a most difficult one to cope with, and that a much more vigorous Government than the Chinese would be put to an extreme test of its resources in the effort to put a stop to it." All that is required is an honest administration and an efficient police system. So far from the evil being inherently difficult to put a stop to, it is impossible to contemplate the possibility of such a state of things being allowed to exist in any ordinary well regulated country. What would be thought, for instance, if organised piracy existed on any of the waterways of India and the Government confessed itself unable to suppress it and to guarantee reasonable security to the legitimate traffic? In such a case it would be thought that the Government was no longer fit to rule. The same conclusion must be arrived at with regard to the Government of China in general and the Canton Government in particular. Except for the corruption and incompetence of the Chinese authorities there is no reason why travel on the West River should not be as safe as on the Thames. Even if Mr. SCHENCK's regulations could be effectively carried out they would affect only one branch of the trade preyed upon by the pirates, namely, the passenger traffic; the goods traffic would still remain in the same unfortunate position as at present, a position so intolerable that producers are afraid to send their produce to Canton for fear of its being seized on the way.

RUSO-JAPANESE FRICTION.

(Daily Press, 14th November.)

More uneasiness appears to be felt at home with regard to the Russo-Japanese friction in Korea than the circumstances so far as they are known here would seem to warrant. It is, however, generally believed that a contest of strength between Russia and Japan is bound to take place sooner or later, and in the temper in which each of the two Powers views the other a very small spark might suffice to produce an explosion. The only point actually in dispute between them at the moment has reference to their respective concessions at Masanpo, a newly opened port in Korea. The Russians some time ago arrived at the conclusion that this would be a favourable point at which to establish a coaling and docking station for their fleet, and a site for the proposed concession was fixed upon. The project, however, was not carried through with the celerity that under the circumstances of the case might have been expected. The result of this tardiness was that Japan, getting wind of the affair, promptly came in and bought up the water frontage from the native owners. Russia now demands her concession, and Korea, in the face of Japanese action, can only return a *non possumus*. The difficulty is in itself a trivial one and ought to be capable of easy adjustment were the two Powers animated by conciliatory sentiments. Unfortunately their sentiments are the reverse of conciliatory and it is within the bounds of possibility that the trumpery Masanpo affair may be elevated to the dignity of a *casus belli*, though neither Power can really attach very much importance to the point in dispute.

Japan keenly resents the action of Russia in the Liaotung affair and is also very solicitous as to the maintenance of her own influence in Korea, while Russia on her part is extremely jealous of the growing power of the Island Empire and is believed to aim at the entire exclusion of Japanese political influence

from the Asiatic Continent. Russia, in pursuit of this policy, is reported not only to have taken up an aggressive attitude with reference to the Masanpo affair, but also to have addressed a remonstrance to China with reference to the despatch of Chinese students to Japan, the engagement of Japanese officers to drill the Chinese troops, and the reported engagement of a Japanese in the capacity of foreign adviser to the Chinese Government. Reports of this description are probably magnified in importance as they go the round of the press, and it is said that in Japan there are at present no visible signs of preparation for war. We are familiar enough with heated international controversies in the European press, and with strained relations that never reach breaking point, and in the case of Russia and Japan the probability is that their outstanding difficulties will in some way be tided over without resort to the arbitrament of war.

The jealousy of these two Powers, however, undoubtedly constitutes a menace to the peace of the Far East, and possible contingencies in this direction presumably have something to do with the British preparations, which, according to our telegram, exceed all known demands. In the event of a rupture taking place between Russia and Japan, with the possibility of other Powers being dragged into the quarrel, it would be necessary for Great Britain to be thoroughly prepared to protect her own interests should they be in any way threatened. And in considering the possibilities of the case we cannot overlook the suggestion of the *Times*, that if Japan is convinced that there is to be war she may consider it imprudent to wait while her rival improves her position. At present Japan is believed to be in a fairly satisfactory position to meet Russia, but in four or five years, when the Siberian Railway is finished, Russia's strength will be materially increased. On the other hand, while Russia has been credited with a desire to avoid any breach of the peace until her railway communications are completed, there is a possibility that she may consider Great Britain's preoccupation in the Transvaal a favourable opportunity for pursuing a more vigorous policy in regard to the Far East than she otherwise might have done. There are very few absolute facts in the case upon which to base speculation, but there is an unmistakable feeling of uneasiness in the air.

THE UNITED STATES AND THE OPEN DOOR IN CHINA.

(Daily Press, 17th November.)

According to recent telegrams, the United States are actively moving in the matter of China and the open door, and the *Daily Chronicle* is credited with the declaration that as soon as the full details of America's policy are made known they will amaze the world; that policy, it is said, is aimed at preventing the dismemberment of China. Details of the policy that is to amaze the world will be awaited with interest. In the meantime the suggestion presents itself that the retrocession of Shamchun to China, a movement universally condemned in Hongkong, may be due to the co-operation of Great Britain with the United States in the policy now credited to the latter. Great Britain, for many years after she had recognised the necessity for an extension of the Kowloon frontier, abstained from asking for the concession, on the ground that if she preferred any demand of the kind other Powers would make it an excuse for entering on a policy

of annexation. Her abstention did not suffice to prevent the game of grab beginning, and it was only when other Powers had commenced to prefer territorial demands that the home Government was induced to take steps for procuring for Hongkong the extension of territory which was deemed necessary both on defensive and industrial grounds. Shamchun was unfortunately not included in the territory so obtained, but was occupied afterwards as part satisfaction for the Chinese breach of faith in connection with the taking over of the extension. It has now been restored to China, and as no other explanation is forthcoming of such an extraordinary and apparently ill-advised step we may assume it to be connected with considerations of high policy which have not yet been made public here.

If the United States are really pursuing an active policy aiming at the preservation of China's integrity it will presumably be by making agreements with each of the other interested Powers on the lines of the agreement between France and Great Britain with reference to Yunnan and Szechuen. That agreement is in the following terms:—"The two Governments agree that all commercial and other privileges and advantages conceded in the two Chinese provinces of Yunnan and Szechuen either to Great Britain or France, in virtue of their respective Conventions with China of March 1, 1894, and June 20, 1895, and all privileges and advantages of any nature which may in the future be conceded in these two Chinese provinces, either to Great Britain or France, shall, as far as rests with them, be extended and rendered common to both Powers and to their nationals and dependents, and they engage to use their influence and good offices with the Chinese Government for this purpose." The wording of the telegrams that have been received favours the view that it is in the negotiation of agreements of this description that the United States are now engaged. A telegram of the 7th November reads as follows:—"The *Daily Chronicle's* Washington correspondent is informed on the highest authority, that if the United States obtains written assurances from the other Powers as to keeping an open door policy; Japan will follow with similar demands." That we take to mean that if Russia, for instance, agrees that any privileges secured by her shall be participated in by the United States Japan will also ask Russia for an agreement to the same effect. According to a later telegram, dated 9th November, "the United States Ambassadors at St. Petersburg and Berlin state that they have presented requests to Russia and Germany with regard to the open door policy, and that both these countries have expressed themselves favourably inclined towards the policy of equal rights." Putting the two messages together the United States policy appears fairly clear, namely, that the various Powers shall bind themselves by mutual agreements not to acquire any exclusive privileges in China.

The policy may prove successful in so far as regards commercial privileges, but we are inclined to doubt its effectiveness in preventing the acquisition of territorial concessions, either by lease or otherwise. Both Germany and Russia have already given undertakings that in the territory controlled by them in Shantung and Manchuria respectively persons of all nationalities may participate in the trade on equal terms with German or Russian subjects, but it would be a very different thing to promise that they would under no circumstances ex-

tend the boundaries of their respective spheres or seek new ports in other portions of the country. There remains, too, the important question of how the Chinese Government is to be restrained from the commission of outrage and induced to fulfil her treaty obligations if all fear of reprisals for wrongdoing is removed from before her eyes. Possibly the United States policy may have in view some definite scheme for bringing about the reform of the Peking Government by other means than holding reprisals in *terrorem* over the country, but it is difficult to see how that result can be obtained except by the extension of foreign spheres of influence, with, of course, equal commercial rights for all comers within those spheres. In any case it would appear that the adhesion of France to the scheme, whatever it may be, has not yet been secured, for that Power, instead of acting on the lines adopted by Great Britain with reference to Shanchun, is seeking to extend her boundaries at Kwangchauwan, and, negotiations having broken down on that point, is taking steps to reinforce the garrison already in occupation. The situation as between France and China is at the moment not free from elements of anxiety.

THE MILITARY CONTRIBUTION QUESTION.

(Daily Press, 11th November.)

A Bill has been introduced into the Legislative Council of the Straits Settlements to amend the Military Contribution Ordinance. The Bill has been introduced in accordance with instructions from the Secretary of State, and presumably similar instructions have been received in Hongkong; if not the ratepayers will have good cause to ask the reason why. The principal Ordinance, in the Straits as in Hongkong, provides for the payment by the colony of a percentage on the gross receipts by the colony, from all sources of revenue, exclusive of the proceeds of land sales and premia on leases or statutory grants. The Straits amending Bill is not published in full in our Singapore contemporaries, but the *Straits Times*, in publishing a brief summary of it, says no special provision is made by the principal Ordinance for the calculation, for the purpose of the Ordinance, of the receipts from railways and other productive works undertaken by Government. It would be manifestly unfair that the gross receipts of such an undertaking as a railway should be reckoned for that purpose as revenue. This Bill, therefore, provides that the percentage for defence contribution shall be struck on the net revenue of such undertakings, after deducting working expenses and charges for interest and sinking fund on borrowed capital. This principle has been contended for in Hongkong, and if it is to be applied in the Straits there is equal reason why it should be applied in this colony. Hongkong has indeed been unfairly treated in this matter throughout. In the Straits the revenues of the various municipalities are exempted from the contribution, whereas in Hongkong, where municipal and general revenues are merged in one, the contribution is levied on the whole. We have on former occasions contended that the whole of our municipal revenue should be exempt, but if this point cannot be gained the colony is at least entitled to ask that where municipal works are executed with borrowed money the revenue required for the payment of interest and the repayment of capital shall be exempt from the military contribution. There is no more reason why the contribution should be levied on the gross revenues from markets or

waterworks, for instance, than on the gross revenues from railways, more especially when the undertakings have been carried out by borrowed money. In Hongkong some difficulty might be experienced in differentiating between works paid for out of borrowed money and those paid for out of revenue, but as the whole amount of our public debt has been expended on public works, a convenient arrangement would be to exempt from payment of the military contribution so much of the gross revenue as may be required to meet the service of the loan.

STEAM LAUNDRIES AND THEIR CAUSE OF FAILURE.

(Daily Press, 11th November.)

A steam laundry Company has recently been floated at Shanghai and we learn from our Northern contemporaries that a second undertaking of the same description is on the tapis. The *Mercury* says:—"If cleanliness is next to godliness both undertakings ought to pay, but judging by the miserable fiasco which attended the Hongkong Company, we are afraid that the native competition will be hard to withstand." We recently had a conversation with a gentleman who was intimately connected with the floating of the Hongkong Company, and it may afford a useful hint to the Shanghai Companies if we place on record his explanation of the cause of its failure. The primary cause of failure, our informant stated, was not want of acquaintance with the details of the business, as was on a former occasion suggested in this column, but the difficulty and delay experienced in connection with the collection of the linen. When a Chinese dhotie goes to the house of one of his customers to collect the washing he thinks nothing of being kept waiting an hour for it, or even of being told to come again next day. Delays of this kind, however, are fatal to an undertaking with expensive machinery and an expensive staff, and that was the rock on which the Hongkong Steam Laundry Company came to grief. The difficulty ought not to prove insuperable, we think, but the fact remains that it was not surmounted in this particular case.

HONGKONG LEGISLATIVE COUNCIL.

On Monday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).

HIS EXCELLENCY Major-General GASCOIGNE, C.M.G. (Commanding the Troops).

The Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. H. E. POLLOCK (Acting Attorney-General).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. B. D. ORMSBY (Director of Public Works).

Hon. C. P. CHATER, C.M.G.

Hon. Dr. HO KAI.

Hon. T. H. WHITEHEAD.

Hon. E. R. BELLIOS, C.M.G.

Hon. WAI A YUK.

Hon. J. J. KESWICK.

Mr. R. F. JOHNSTON (Acting Clerk of Council).

FINANCIAL MINUTES.

The COLONIAL SECRETARY laid on the table financial minutes Nos. 20 to 24 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was carried.

A CORRECTED STATEMENT.

The COLONIAL TREASURER (in laying on the table "Financial Returns accompanying the draft estimates for 1900") said—I have to request honourable members to accept this amended statement in place of one laid on the table some weeks ago. There was an unfortunate clerical error which made the estimated balance of assets at the end of this year larger than it should have been. I may say, however, that since this statement was made out indications show that the original balance of \$418,000 odd will be more than exceeded at the end of the year.

The Hon. T. H. WHITEHEAD—In connection with the corrected statement laid on the table, it appears from the statement dated 13th March that the balance of assets on the 31st December last year was \$213,000 odd, but I see that in the statement dated 29th September the balance of assets at 31st December 1898 had increased to \$251,000 odd. The statement as it stands is incomprehensible and unintelligible without some explanation. There cannot be two different balances of assets on the same date. Either one or the other must be wrong. An explanation should have been given in the statement. There can only be one balance of assets on a fixed date.

The COLONIAL TREASURER—This is the form in which it has been published before. However, I will have the matter looked into.

The Hon. T. H. WHITEHEAD—In the statement dated 13th March there is an item "Less balance of 1893 loans \$123,000." It would be a matter of very great interest to members of the Council if in connection with the estimates for next year a statement were provided giving details of the expenditure on each public work for which the money was borrowed, and whether there is any balance of the loan remaining.

The COLONIAL TREASURER—That can be given.

QUESTIONS.

The Hon. T. H. WHITEHEAD—I rise to ask the questions of which I have given notice and which stand in my name.

The questions were as follow:—

(1.) With reference to the report dated 9th May last of the Principal Civil Medical Officer, which gives the number of first class private paying patients as 65 for 1896, 53 for 1897, and 58 for 1898, will the Honourable the Colonial Secretary lay on the table a statement showing the average number of days the said patients occupied the Hospital in each of those years, the aggregate amount of money received in each of those years from first class private paying patients, and the estimated actual cost to Government of each of the said first class patients?

(2.) Will the Honourable the Director of Public Works lay on the table a statement showing the area and the estimated value of the land at "Mountain Lodge" on which it is proposed to erect a summer residence for His Excellency the Governor?

The COLONIAL SECRETARY, replying to the first question, said—In reply to this question I beg to lay upon the table a statement giving the information desired, with the exception of that asked for in the last portion of the question. With regard to this, the Principal Civil Medical Officer reports that to obtain the information asked for would entail much labour, and the employment of a special clerk, owing to the fact that the diet, extras, medicines, &c., vary each day with each patient, and to the difficulty of determining in accurate proportions the cost of the medical nursing and clerical staff respectively. The statement now laid on the table will be printed if honourable members so desire.

The Hon. T. H. WHITEHEAD—The items in question are so very limited that I do not think it is necessary to go to the expense of printing them; only I think they might be given to the Press for information of the public.

The DIRECTOR OF PUBLIC WORKS—The reply to the second question is as follows: The area it is proposed to retain round Mountain Lodge is about 14 acres, most if not all of which was probably considered the policy of the former building. Fully 12 acres is within the Peking drainage area and therefore unsuitable. The remainder is steep and rocky and may be valued at \$5,000.

THE INSANITARY PROPERTIES BILL.

The Council went into Committee on the Bill entitled an Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the Closed Houses and Insanitary Dwellings Ordinance, 1894.

The consideration of clauses 7 and 8 had been left over. Clause 7 as originally printed read as follows:—

(a.) Every existing domestic building must be provided with an open space in the rear, by opening out on each floor one-half of the entire space intervening between the principal room or rooms and the main wall at the back of such building as well as the corresponding portion of roof, unless such building is already provided with an open and unobstructed backyard of at least fifty square feet in area.

(b.) For the purposes of this section any domestic buildings having two main frontages in different streets (other than corner houses) shall be regarded as two domestic buildings.

(c.) The Governor-in-Council shall have power, in special cases, to modify the foregoing requirements where such modification may appear necessary.

(d.) In no case may any obstructions whatever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic building.

The ACTING ATTORNEY-GENERAL—The amendment I have to propose first of all is that the following words be added to sub-section a of clause 7:—"A window or windows, having a total area clear of the window frames of at least one-twentieth of the floor area of the principal room or rooms of such building, shall be provided opening into such open space. The area of such window or windows shall not be included in calculating the window area required by sub-section (a) of section 8 of Ordinance No. 15 of 1894." That, sir, is the amendment which has been circulated to honourable members. I think, perhaps, it would be improved if after the word "provided" the words "upon every floor" were inserted. I think, sir, that will be a very desirable provision to introduce into this Bill. I understand that there is going to be a good deal of discussion upon it. I understand it is going to be contended that this would be too great a provision to make at the rear of some of these domestic buildings, but I would point out that in cases where there would be any hardship caused by such a provision as this it is open to the Governor-in-Council, under sub-section c of clause 7, to modify the requirements where such modification may appear necessary.

The DIRECTOR OF PUBLIC WORKS—I have looked into this question, and I think that what is proposed by the Honourable the Acting Attorney-General would provide for a much larger window than is necessary, and a window which in very many cases it would be impossible to put into the wall. Take a room of quite an average size—30 feet by 13½ feet, or 405 square feet. To provide a window one-twentieth of the floor area would mean a window five feet by four. The wall abutting on to this open space would only be the half of 13 feet six inches. In many cases it would only be six feet or seven feet, and to put a window five by four in such a wall would be scarcely possible. There would not be sufficient wall to hold the window. It would be all window and no wall. In a room 40 by 13½ it would be more difficult still, and there are many rooms in the colony—in places like Bonham Strand—larger than that. I think it is not desirable we should have an immense number of exceptions to this rule and appeals constantly made to the Governor in Council or to the Sanitary Board for exemption. It would be much better to have a general rule. With that in view I have prepared the following amendment:—"That at the end of sub-section a of clause 7 the following words be added:—'And must be provided on every floor with a window of at least ten square feet superficial area opening into such open space. The area of such window shall not be included in calculating the window area required by sub-section a of section 8 of Ordinance 15 of 1894.' A window of ten square feet means a window eight feet by two and a half, which is a very

respectable window indeed to a bed-room—quite enough to admit light and air into a room. In my opinion it would be quite big enough window in all the cases where such windows are required.

The ACTING ATTORNEY-GENERAL—I would like to hear what the Captain Superintendent of Police thinks about it.

The CAPTAIN SUPERINTENDENT OF POLICE—I think the window proposed by the Director of Public Works would be sufficient.

The Hon. C. P. CHATER—I think a very big window would be a great mistake. If you insist on a very large window the chances are that it would never be opened. It would be permanently closed, and, therefore, would not be the means of admitting more air into the room; whereas if you put in a window of the size suggested by the Director of Public Works the chances are that it would nearly always be kept open.

The amendment suggested by the Director of Public Works was accepted and passed.

The Hon. T. H. WHITEHEAD—I propose that at the end of sub-section b of clause 7 these words be added:—"If the entire depth from frontage to frontage exceeds 50 feet." The provisions of sub-section b as it stands would be unreasonable. I think that buildings with a frontage to frontage under 50 ft. should not be regarded as two domestic buildings.

The ACTING ATTORNEY-GENERAL—Would not sub-section c meet the case? I presume the houses referred to by the honourable member are the houses between Jervois Street and Queen's Road.

The Hon. T. H. WHITEHEAD—Yes, and any others.

The Hon. C. P. CHATER—If it is laid down in the Ordinance it will be better. Architects will then know what they have to work upon.

His EXCELLENCY the GOVERNOR—Oh yes; I think it will be better to have it in the Ordinance.

The HARBOUR MASTER—Would it not be better to have the words "other than corner houses" after the first "building" instead of where they are?

His EXCELLENCY the GOVERNOR—I think it would be.

The amendments were adopted.

The Hon. T. H. WHITEHEAD—I would suggest that after the word "The" at the commencement of sub-section b the words "The Sanitary Board with the consent of the" be inserted.

The COLONIAL SECRETARY—I do not see any objection to the adoption of the proposed amendment. It practically amounts to the same thing.

The Hon. T. H. WHITEHEAD—It is extremely unlikely that the Governor would not approve of what the Sanitary Board had recommended.

The amendment was adopted and also the insertion of the words "of this section" after the word "requirements."

Clause 8 was then considered. As originally printed it reads as follows:—

"(a.) Every domestic building hereafter erected in this Colony (except in cases provided for by section 66 of the Public Health Ordinance, 1897, or coming within the terms of Articles of Agreement under the Praya Reclamation Ordinance, 1889) shall be provided with an open space in the rear in accordance with the following scale:—

Houses not exceeding 40 feet in depth, for each foot of width... 8 square feet.
Houses exceeding 40 feet but not exceeding 50 feet in depth, for each foot of width... 10 square feet.

Houses exceeding 50 feet but not exceeding 60 feet in depth, for each foot of width... 12 square feet.
Houses exceeding 60 feet in depth, for each foot of width... 14 square feet.

"In no case may any obstructions whatever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic building:

"Provided always that when the owners of a block of buildings agree to make and do make a lane opening at either end upon a public street, and free from obstruction throughout both

vertically and horizontally, the foregoing requirements shall be modified as follows:—

Houses not exceeding 40 feet in depth: a lane not less than... 6 feet wide.
Houses exceeding 40 feet but not exceeding 50 feet in depth: a lane not less than... 8 feet wide.
Houses exceeding 50 feet but not exceeding 60 feet in depth: a lane not less than... 11 feet wide.
Houses exceeding 60 feet in depth: a lane not less than... 13 feet wide.

(b.) In computing the depth of a domestic building for the purposes of this section the depth of the kitchen shall be included in the computation of such depth in every case except when such kitchen is separated from the principal room or rooms of such building by an open backyard of at least six feet in depth extending the entire width of the back of such building and unobstructed except by a bridge on each floor not more than three feet six inches wide."

The ACTING ATTORNEY-GENERAL—After the words "domestic building" at the end of the third paragraph of sub-section (a) intended to insert the words which have been circulated to honourable members and also at the end of clause a. I propose that the words just added to clause 7 on the suggestion of the Director of Public Works be added instead.

This was adopted, and also the suggestions of the ACTING ATTORNEY-GENERAL to substitute "both ends" for "either end" and "thoroughfare" for "streets" in the same sub-section; paragraph 4.

The ACTING ATTORNEY-GENERAL—In clause 14 I think it would be an improvement if after the word "person" in line one the following words were inserted:—"And the secretary or manager for the time being of any." That will involve as consequential amendments that in line 9 instead of "the offender" "such person, secretary, or manager" should be substituted and that in the last line but one of the first paragraph instead of "the offender" "such person, secretary, or manager" should be substituted. Then that paragraph will read:—Every person, and the secretary or manager for the time being of any company, or corporation committing an offence against this Ordinance in respect of which no penalty is otherwise provided by this Ordinance shall be liable, upon summary conviction, to pay a fine not exceeding fifty dollars and in default of payment thereof to imprisonment with or without hard labour for a term not exceeding one month, and in any case where in the opinion of the Magistrate the offence is likely to be continued, the Magistrate may require such person, secretary, or manager to comply with this Ordinance within such time as he may direct and may inflict a further penalty not exceeding five dollars for every day after such date, during which such person, secretary, or manager shall fail so to comply.

These amendments were agreed to and the Council resumed.

THE ESTIMATES.

The next item on the agenda was:—"Committee on the Bill entitled an Ordinance to apply a sum not exceeding two million six hundred and eighty-one thousand six hundred and fifty-one dollars to the public service of the year 1900."

The COLONIAL SECRETARY proposed that this item be discharged. He added that it had been originally intended to have a meeting of the Finance Committee at half-past two, but it was postponed, and members were not yet ready to proceed with the Bill.

The COLONIAL TREASURER seconded, and the motion was carried.

The Council then adjourned until Thursday week, the meeting of the Finance Committee for the consideration of the Bill mentioned by the Colonial Secretary being fixed for the previous day.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding.

The CHAIRMAN said the first minute was one in which the Governor recommended the Council to vote a sum of \$1,400 in aid of the following votes:—Provision for Prisoners, \$200.00, Fuel and Soap \$500.00, Total \$1,400.00. Carried.

The CHAIRMAN said the next minute was one in which the Governor recommended the Council to vote a sum of \$4,019.95, in aid of the following votes:—Provisions \$280.00, Medical Comforts \$200.00, Fuel and Light \$300.00, Washing \$60.00, Incidental Expenses \$400.00, Coal for Health Officer's Launch \$130.00, Repairs for Launch \$129.95, Total \$4,019.95. He added that the Principal Civil Medical Officer explained that the excess in provisions and medical comforts was caused by the increase in the number of patients, there being 120 more up to the 31st October than in the corresponding period last year. Then more money had had to be paid for milk owing to the outbreak of rinderpest having obliged the Hospital to go to a fresh place for milk.

Carried.

The CHAIRMAN said the next minute was one in which the Governor recommended the Council to vote a sum of \$7,700, in aid of the vote "Telegrams sent and received by Government." This increase had been chiefly caused by telegrams sent in connection with the Kowloon extension, the West River, and other matters.

Carried.

The CHAIRMAN said the next item was one in which the Governor recommended the Council to vote a sum of \$14,000 for the purchase of arms and other stores for the Police Force. It had been considered desirable to re-arm the Police Force with the Martini-Enfield carbine.

Answering the Hon. T. H. WHITEHEAD, the CAPTAIN SUPERINTENDENT OF POLICE said the old carbines were practically worn out and would not realise much if offered for sale.

The CHAIRMAN—I am sure if we can get a good price for them we shall do so.

Carried.

The CHAIRMAN said the next item was one in which the Governor recommended the Council to vote a sum of \$27,000, in aid of the following votes in the Sanitary Department:—Incidental—Conveyance Allowance \$250.00, Uniform for Staff \$650.00 Electric Lighting of Central Market \$1,200.00 Watering Streets, \$800.00, Total \$2,700.00.

Carried.

The was all the business.

WRECK OF THE U.S.S. "CHARLESTON."

THE CREW SAVED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS,"] Manila, 16th November.

The United States cruiser *Charleston* was wrecked on an uncharted rock, where 80 fathoms of water is marked, off North Luzon, on the morning of the 2nd inst.

The crew of 335 displayed perfect discipline and were all saved.

They rowed eighteen miles to Casaguin Island, where the Natives proved friendly.

Lieutenant MacDonald sailed in a launch to Lingayan, where he found the U.S.S. *Oregon* and *Astec*.

The U.S. gunboat *Helena* has been sent to the relief of the *Charleston's* crew.

RETROCESSION OF SHAMCHUN TO CHINA.

We regret to learn that instructions have been received from home that the town of Shamchun is to be evacuated by the British troops now stationed there and to be given up to China. After the disturbances that occurred in connection with the taking over of the New Territory the home Government determined to mark their sense of the duplicity of the Chinese authorities in a suitable manner, and orders were accordingly issued to the military to seize Kowloon walled city and Shamchun. At the occupation of Shamchun the troops were commanded by Major-General Gascoigne in person. The occupation was effected on the 16th May, and on the following day the General issued a proclamation, saying that the district was now under the Queen's dominion, that justice would be done to everybody, that the inhabitants were no longer to pay any taxes to Chinese officials, and that if any Chinese officials came to them for taxes they were to report the matter to the officer commanding the troops. The town has remained in the military occupation of Great Britain ever since.

Some little time after the occupation it was reported, on what was understood to be good authority, that the home Government had offered to restore the town to the Chinese on payment of an indemnity of \$90,000. The public opinion as to the inadvisability of such a step was freely expressed, and as time went on and the occupation continued it was hoped that the danger was past and that the probability was rather in favour of the extension of British territory up to the natural frontier marked by the hills behind. This hope, however, has been disappointed. China has expressed her willingness to pay the indemnity demanded and has asked for the retrocession of the town of Shamchun, to which the home Government has agreed.

The inhabitants, who had become accustomed to the British occupation are said to view their transfer to Chinese jurisdiction again with disfavour, or at least without enthusiasm. A serious aspect of the case is that the transaction is causing a feeling of insecurity amongst the inhabitants in the territory already delimited as British. Intelligent men to whose ears the report of the retrocession of Shamchun has come ask what their own position is, and whether they are to regard themselves as British subjects for good and all or are liable at any time to be re-transferred to Chinese jurisdiction.

An addition to the report is that China has been supported by France and Russia in her demand for the retrocession of Shamchun and that Great Britain has in fact yielded to pressure. This portion of the report may be dismissed as a figment of the imagination.

THE LEKIN QUESTION AT CANTON.

PROPOSED FARMING OF THE TAX BY THE SEVENTY-TWO GUILDS.

The visit of the High Commissioner Kang Yi to Canton has resulted in a good deal of discussion in native commercial circles as to the methods of collecting the lekin and other taxes on trade. The High Commissioner proposed that a shop tax should be substituted for lekin, but to this the merchants objected. The proposed shop tax, we are informed, would only have been lekin in another, and, as the merchant feared, a more oppressive and irksome form. The Seventy-two Guilds have now proposed to farm the lekin themselves, and before the High Commissioner left Canton they presented a petition to that effect. The matter has not yet been settled, and it is considered improbable that the proposed Farm will be constituted. The petition embodied twelve articles, of which the following is rough translation:—

1.—The principal office for the collection of lekin and other taxes by the guilds shall be called the Mercantile Head Office, shall be situated in Canton, and shall issue sealed certificates for the payment of lekin and other taxes and keep records.

2.—Each guild shall stand security for its members or associates. If any shop makes failure or delay in the payment of lekin the guild shall be responsible, and if any guild makes failure or delay the seventy-two guilds shall be responsible.

3.—Upon taking over the farm the members of the seventy-two guilds shall elect several respectable and trustworthy persons as their representatives.

4.—The said representatives upon their election shall present a petition to the Government requesting the appointment of a Weiynin, through whom all official communications shall be made and received, and in the event of any local disorder or trouble about the lekin, the said Weiynin shall make the necessary representations for its suppression; but the representatives of the seventy-two guilds shall be responsible for the collection of all lekin and for the payment of the rent of the Farm to the Government, and in these matters the Weiynin shall not interfere.

5.—Upon the payment of Tls. 1,000,000 for the first quarter the guilds' representatives shall be entitled to apply for permission to work the Farm.

6.—The rent of the Farm for the first quarter having been paid, and permission to work the Farm having been granted, the guilds shall establish branch offices in Canton and elsewhere

for the collection of lekin, and as the money is collected it shall be paid into the Head Office and receipts for the same obtained, and the Head Office shall deliver the amount of lekin collected to the Lekin Bureau once every five days.

7.—The Tsoli tax and the fort tax shall also be collected by the guilds and from time to time paid into the Head Office. In case of trouble arising through the inability of any shop to pay on account of the dulness of trade the matter shall be settled by the merchants themselves. If any merchant refuses to pay the taxes he shall be prosecuted.

8.—If any crafty merchants shall carry on business in the names of foreigners, or shall make use of transit passes to evade the payment of lekin, or resist the examination of cargo with a view to defraud the revenue, the representative merchants shall be at liberty to petition the Authorities to have the matter investigated.

9.—If any unprincipled merchants or local banditti shall make use of any pretext to give trouble or create disorder about the collection of lekin they shall be arrested and punished by the local authorities.

5.—Should the exportation or importation of goods be interfered with by any extraordinary event such as war or local disturbances, so that the lekin cannot be collected, the guilds shall be allowed to give up the Farm; but in case of small trouble the merchants shall settle it amongst themselves.

10.—Should the transit pass system be largely used and many passes be issued lekin would be at a sad discount. The guilds will therefore be entitled to ask that the rent of the Farm shall be adjusted according to the circumstances and the amount of business that is being done.

11.—No foreigners or Native Christians or persons unconnected with the guilds shall be allowed to acquire any share or interest in the Farm, but only truly honest and trustworthy merchants, who shall each sign a bond before the competent Authority.

12.—The Provincial Treasurer shall arrange for the issue of a pass to be called the Wulan Pass, which shall confer the same privileges as the transit pass. The pass shall be signed by five authorities and shall entitle the holder to carry cargo to any part of the province.

SENSATIONAL SOCIAL INCIDENT AT CANTON.

A MISSIONARY LADY TO MARRY HER CHINESE COOK.

[FROM A CORRESPONDENT.]

Canton, 11th November.

The missionary and European community of Shameen are much wrought up over the approaching marriage of a female missionary doctor to her ex-cook, an ignorant illiterate Chinaman of the coolie class. The infatuated woman, who heretofore has had the liking and respect of all classes, is thirty-six years of age, highly educated, refined, and has been quite a successful practitioner.

About five years ago she took into her employ a house-coolie, eighteen years old, named A. Tsan, and promoted him to the post of cook. Lately, however, he has been one of the attendants at Dr. Kerr's Home for the Insane in Tak Ti and dabbled in medicine. He is most unattractive in appearance, and shows, unmistakably, the signs of his coolie origin.

Up to within a year ago the lady was a member of one of the leading American Missions in Canton, but her open courting of her servant became so marked that after receiving several warnings from other members of the Mission, and still persisting in accepting the attentions of the man, her connection with the society was finally dissolved. Since then she has lived in a native house in Honam, and a short time ago announced her intention of marrying her ex-servant, and the wedding is to take place next week, unless the former friends of the deluded woman can devise some means to prevent it.

It goes without saying that none of the missionary preachers will perform the ceremony, and marriage will therefore have to be celebrated in Chinese style.

Some five years ago this lady, in company with another missionary, was mobbed in the

streets of Honam and received a number of serious injuries, since which time her condition has occasioned her friends some anxiety.

Hongkong, 15th November.

We understand that the Canton female missionary and her Chinese cook, referred to in a Canton letter which appeared in Monday's issue, are now in Hongkong, with the intention of marrying here if possible.

Both parties being of full age we do not see how they can legally be prevented from carrying out their intention if they are so resolved, and if they be of sound mind, but it is to be hoped that every effort will be made to dissuade them. According to the Marriage Ordinance the Registrar-General is required, on due notice of an intended marriage having been given, to issue his certificate at any time not more than three months nor (except when the Governor grants a licence) less than fifteen days after the giving of such notice. The case is not one in which a special licence could properly be granted, so that there will be at least fifteen days in which the friends of the lady may use their influence with her.

17th November

The American lady doctor who has come from Canton to Hongkong in the hope of being able to marry her late cook, a Chinaman, is meeting with as much opposition here as at Canton. The Chinaman has twice applied to the Registrar General to have the marriage celebrated, and a request made by the lady herself has been equally futile.

THE PIRACY IN CANTON WATERS.

UNPROMISING MEASURES FOR ITS SUPPRESSION.

We hear that a large number of salt junks are at present held up at Taipingsha, between Kumchuk and Samshui, the pirates demanding a ransom of some thousands of dollars. The junk people succeeded in sending word of their plight to the Viceroy, but are still waiting for assistance.

The head quarters of the pirates are at Sai-chow, opposite Samshui.

A short time ago the owners of launches plying on the North, West, and East Rivers petitioned the Viceroy for protection against pirates. The Viceroy in reply issued a proclamation which we are informed, did not afford protection, but imposed restrictions on the traffic. The conditions imposed are said to have been suggested by the Commissioner of Customs. The launch owners protested, whereupon the Commissioner of Customs issued the following notification:—

"This is to notify the owners of Chinese steam-launches that the robberies committed on steam-launches are due to the failure of the masters to comply with the orders of the Viceroy and the Commissioner of Customs as to searching the persons and the luggage of passengers. In consequence of this failure to make the search directed armed robbers are enabled to take passage by the launches, and, with the assistance of other robbers who come alongside in boats, to commit their depredations while the launches are on their voyages. As the robberies are increasing day by day, the Viceroy has given orders that every steam-launch shall engage four constables for the purpose of searching the persons and the luggage of passengers to ascertain whether they are carrying revolvers or other weapons before they are allowed to go on board. These constables are to be paid by the launches and are to wear uniforms bearing the word "constable" and the name of the launch to which they are attached. The names of the constables, with their ages and native places, are to be registered in the Custom-house and in the office of the Sin Hau Kuk, where the constables can apply for their arms, which must be paid for by the launch-owners. If the launches carry their own arms they must be submitted for examination at the Custom-house. As these provisions are made for the protection of merchants and launch-owners and are issued under the instructions of the Viceroy, launch owners must strictly comply therewith. In future if any robbery is committed on a steam-launch through her carrying armed robbers as passengers, the licence of the launch will be cancelled and her owner will be

prosecuted on account of his failure to obey this order or neglecting to see that the constables make careful search of the passengers and their luggage. Obey this. Dated 29th day, 9th moon, 25th year of Kwang Su."

PIRATICAL ATTACK ON A BRITISH STEAMER ON THE WEST RIVER.

The British steamer *Cheong Kong*, which arrived on Monday morning from Wuchow, was attacked by pirates on the voyage and was afterwards made use of by the pirates to effect the plunder of another craft. The vessel is owned by the Kwang Wan firm, and the Tung Kee firm are her agents. All went well on the voyage from Wuchow to Kumchuk, where she called to pick up passengers. She left Kumchuk again at 4 p.m. on Sunday, and about a quarter-of-an-hour later the crew commenced to search the passengers, a usual proceeding, to ascertain if any of them had arms. A number of pirates who had come on board as passengers at once produced revolvers, assumed a threatening attitude, and overawed the crew, the master of the steamer being wounded. There were about seventeen *bona fide* passengers on board. The pirates ransacked the passengers' luggage, collected everything of value on the steamer, and compelled the master to steam to Cha Tau San, where they landed their plunder. This having been accomplished they used the steamer to make an attack on a junk towed by a steam-launch. The steam-launch at once opened fire, which the pirates returned, the battle lasting for about half-an-hour, when the launch cast off her tow and steamed away, leaving the junk to the pirates' mercy. The latter then boarded the junk and made a rich haul, as they found on her seventeen cases of opium and a box of gold coins valued at about \$2,000. They then steamed back to Cha Tau San, where they landed with their booty, and allowed the *Cheong Kong* to resume her voyage to Hongkong.

HONGKONG TO WUCHOW, AND BACK.

At a time when the West River has become somewhat notorious;—firstly, by reason of its waters having been nominally opened to foreign trade and navigation; secondly, on account of this privilege having, like many another Chinese concession, proved less valuable than was expected owing to official duplicity; and, thirdly, because of the piracies which have become chronic in the district through which it courses;—a brief account of the voyage to Wuchow, the present head of steam navigation, may induce others to venture on a trip fraught with much interest and made under pleasant conditions.

The three steamboat companies—the Hongkong, Canton, and Macao Steamboat Co., the China Navigation Co., and the Indo-China S. N. Co.—have placed two steamboats, specially built for the trade, on the line between Hongkong and Wuchow, calling en route at the Treaty port of Samshui, and at the way ports Kongmün, Kumchuk, Shihing and Takhing. These steamers are designed for and do carry a large number of Chinese passengers, and they have good accommodation for 16 saloon passengers. The bulk of the cargo is conveyed in a lighter, which is towed up and down river, and which will carry some 360 tons. The trip to Wuchow and back occupies four days and a night; that is to say, about 110 hours, including stoppages, which are frequent; and the steamers leave Hongkong on Wednesday and Friday evenings, at 5 p.m.

I had greatly desired to see the country and its great commercial highway, and it was in the confident expectation of an agreeable journey that I went on board the steamer *Wuchow* on Friday evening, the 20th October, and joined a very pleasant little party of passengers who were of like mind with myself. The steamer left the wharf (the Douglas wharf) at 5.15 p.m. and having picked up her parasite (the lighter) in the quarantine anchorage we steamed off through the Capsuimun. The parasite carried kerosene below, while her deck was piled with the properties of a Chinese theatrical troupe, bound for Kongmün. After dinner, we passed Lintin, and about 9 p.m. entered the Kerr Channel through the Wang Moon entrance.

This creek is narrow and the banks low, but the scenery soon becomes pretty.

It was about 4 o'clock in the morning that I was roused by the cessation of the screw and the outbreak of a hubbub consequent on the disembarkation of the Chinese Theatians with their baggage and properties. The steamer also disgorged a large number of other passengers.

TO SAMSHUI.

At dawn I peeped out of my cabin window and observed that we were passing through a charming and productive country, pleasantly broken by hills; and about 8 a.m. we reached Kumchuk, where we only stayed a few minutes to drop some passengers. The gunboat *Tweed* was lying at anchor on the opposite side of the creek and looked far more imposing in her solitary state than she does when anchored among the shipping in Hongkong harbour.

From hence our passage was through an opulent and highly productive country. Mulberry plantations lined the banks, and numerous towns and villages, all bearing evidences of considerable prosperity, were passed. At 9 a.m. the steamer was abreast of the extensive and populous town of Kow-kong, which stretches for miles along the river bank and spreads, to all appearance, a long distance inland. The massive towers of numerous pawnshops broke the monotony of the low roofs, and yamen and graduates, poles were plentifully sprinkled among the mass of buildings, many of which are large well-built family mansions, embowered in clumps of venerable looking trees. This is one of the great centres of the silk district, and is famous for wealth and influence. Mr. Henry, in his book entitled "Ling Nam," states, as a proof of its importance, that at one time, Kow-kong was reckoned to be able to supply 300,000 troops to the Imperial army if wanted, and it is obvious from the view gained from the deck of the *Wuchow* that it is a place of first-class importance. But no steamer calls there. Probably it derives all its supplies from Canton.

Beyond Kow-kong the river broadens out and several pagodas are passed, until about fifteen miles further up it sweeps round a point marked on the chart as Poo Gee Kok, where the current is very strong. Just beyond this rises on a bold point Kumchow Pagoda, a fine tower of seven stories in good condition, at foot of which lies a small picturesque island. Some large brick kilns were next passed, close to the banks, where the blue bricks so well known in Kwangtung are manufactured. These are baked with fuel brought down the river from upper Kwangtung and Kwangsi, consisting of grass, twigs, and other vegetable refuse. It is stacked neatly on flat boats and is generally accompanied by another craft carrying a similarly sized stack of fuel for the buffaloes who are used for working in the brick fields. A curious sight is presented in these brickfields by the scores of mat umbrellas dotted about, under which the men shape the bricks. The collection of the fuel and fodder constitutes quite an important industry further up the river.

THE TREATY PORT OF SAMSHUI.

A few miles further and the steamer enters a creek, near the entrance to which on the south bank stands the Treaty port of Kongkun, of which all that can be seen is a rather fine temple and some few good houses, but it is quite insignificant, though it is almost directly opposite to the mouth of the North River, which here debouches, forking in two channels round a leg-of-mutton shaped island called Lo-ah-chow or Rattler Island, a low flat cultivated island. Just beyond, the further arm of the North River, on the northern bank, is Ho-kow, the port of Samshui, which city lies about a mile away inland, its walls, pawnshop towers, and pagoda being conspicuous owing to a slight rise in the land. Ho-kow is merely an anchorage, marked by a line of insignificant buildings on the banks, broken now by the residence of the Commissioner of Customs and a few new Chinese houses and godowns, and a considerable collection of native craft. The British Consulate is for the present located in a houseboat and everything seems of a rather temporary character. The trade, however, is increasing, and the little port had, at the time of our arrival, a decided air of business. The steamers *Wuchow*, *Samshui*, and *Cheongkong*, the gunboat *Sand-*

pipe, and several Chinese steam-launches combined to give it an animated appearance. It is, however, evident to the most superficial observer that, *malgré* the position of Hong-kow and Kong-kun at the mouth of the North River, the proper site for the treaty port naturally should be Sainam, a large and flourishing town, with a population of about 40,000, about three miles farther up the creek, and which was plainly visible from the deck of the *Wuchow*. I could see through a field glass the banks of the stream at Sainam were lined with craft of various kinds, and that the town covered a considerable area and stretched far along the banks. It seems, however, that the existence of a sand-bank which extends across the river just before entering the port from Samshui, and on which for some months there is only from two to three feet of water, operates as an obstacle to this town being made the Treaty Port. From Sainam, no doubt, comes much of the cargo which the steamers take from Samshui. At Sainam are extensive godowns, a silk filature, large soy factories, and some tinning establishment, where rice birds and other dainties are put up for Hongkong and foreign markets.

We left Samshui soon after two o'clock p.m. and were abreast of Kongkun on our way out into the West River, when we suddenly found the passage barred by a big timber raft, which had just come down the North River, and had put out anchors at both ends. Although signals were made from the steamer to the raft, they took no notice, and a great deal of tiresome delay took place. The engines had to be reversed, the parasite unshackled and slipped astern, and some delicate manoeuvring gone through to avoid getting ashore on the other bank of the creek; but at length the task of steering between Scylla and Charybdis was safely accomplished, by the exercise of tact and patience, and without any damage to the raft. Whilst this manoeuvre was in progress a swarm of small boats put off from shore like a cloud of vultures ready to swoop down upon the debris of the raft in the hoped-for event of the timber being scattered by a collision with the steamer, when they would have claimed it as derelict.

But these harpies were disappointed. The *Wuchow* steamed safely past the giant obstruction without smashing it up and, entering the broad stream of the West River, went peacefully on her way.

THE SHIHUNG GORGES.

For some miles the river flows between rather low banks, on which good crops, often of sugarcane, can be seen. Near the town of Wongchow, a Chinese steam-launch was seen high and dry on the shelving bank. She had gone ashore when the river was higher, but at the time we passed she was some distance from the water, and two boats with a number of coolies were busily engaged in cutting a passage down to it in the sand. As the launch had been ashore quite two months it is evident the work did not progress very quickly, and it seemed to me that John Chinaman was using a very false economy in his tactics. A steamer might easily have towed the launch off when she first went ashore, but John probably could not bring himself to incur the cost of salvage in that way; he thought it would be cheaper to dig the craft out by the aid of coolies, and never calculated the loss of interest on his capital while she was lying high and dry on the river bank.

A 4.30 the steamer got abreast of the considerable town of Kwang-li, situated on the right bank of the river. A pagoda with several pawnshop towers and the lofty roof of a native theatre stood up prominently over the houses, which appeared to be of a good class. We were now nearing the famous gorges of Shihung, and the scenery was growing more beautiful with every mile. A long line of bold and lofty mountains, rising in some cases to a height of some 3,000 feet, bounded the view in front and seemed to bar further progress. On the left we passed the town of To-kai, only the roofs of which were visible, partly owing to the trees in which it is embowered and partly to the lower level of the plain on that side. A small octagonal pagoda stood on the river bank close to the head of the town. Meantime we were rapidly approaching the foot of the mountains, and a sharp bend suddenly brought us to the entrance to the

gorges, the river narrowing there from over a mile to about a quarter of a mile in width. The mountains rose steeply on either side, those on the left bank fairly covered with vegetation while those on the right were nearly bare of foliage. This lovely pass is about four and half miles long, and the hills that hem it in are, I should estimate, from 1,500 to 2,500 feet in height. Near the entrance is an abrupt break in the hills on the left, where they rise in precipitous grandeur. They are all bold and rugged, and some are strikingly picturesque. At the other end of the gorge the river again widens out to more than a mile in width, and a new and lovely panorama opens to the view.

At the Shihung end of the defile on the slope of the terminating hill on either side a rather handsome temple has been erected, and from the water they both appear to be in a good state of preservation. Passing these, in a few minutes the pagodas of Shihung came into sight in the distance, and the far-famed marble rocks rose from the plain beyond in dim mystery in the purple light of evening. The sun was dropping below the horizon as we came abreast of the city, which loomed up grey and sombre in the dusk, but looking with its five pagodas and strongly built walls more than usually imposing for a Chinese city. We stayed only a few minutes waiting for passengers, who came not, and then proceeded on our way. The river after leaving Shihung narrows somewhat between high hills and steep banks, then again broadens into a lake-like expanse which appears to have no outlet, until another sharp corner is turned and its broad tide spreads for several miles straight ahead a track of burnished silver in the bright moonlight. Seen under such circumstances the journey up a great river through a strange land has a peculiar fascination, and I lingered long into the night gazing on fresh scenes and weird effects as we shot quickly by. It was very late when we passed Takhing, and as it was dark when we passed this city on the return I saw little of it.

The next morning found us steaming through the country *par excellence* of the bamboo. All along the banks, which were steep and hemmed in by low hills, the bamboo grows luxuriantly and in rich feathery masses unknown in the delta. It is here regarded as an article of commerce, and large quantities are sent down the river by raft. This and the timber trade, which appears extensive, and that in firewood, fuel and fodder for cattle, and hides and horns, would seem to form the chief exports of the natives. Sugar-cane is also grown in small patches but not in large plantations as in the delta. The shelving banks, whereon the river silt had been left by the falling waters, had all at once been eagerly annexed by the cultivator, and where a few weeks earlier the water had flowed, there were now neatly planted patches of vegetables, &c., many of which were already covered with green crops.

WUCHOW.

We had now entered the province of Kwangsi, and about 9 a.m. the pagoda on the hill near Wuchow, but on the opposite bank of the river, became visible, and before long the city opened out to view. A small rocky island, connected by a sand-bank with a smaller rock, is passed just before reaching the city. The river is here about a mile and a half broad and has a fine sweep. Wuchow is well situated, the houses and walls climbing up the hills in the background for some distance near the Fu-ho, or Kwei river, which forms the western boundary of the city, and there flows into the West River. Wuchow occupies a very similar position to Hankow: the Fu-ho, like the Han, coming down from the north and washing the side of the city. Instead, however, of a second city like Hanyang occupying the opposite bank of the Fu-ho, there is only a small suburb, with one fine temple and a hill, which has been purchased as a site for the projected British Consulate. *En passant* I may remark that this is, from the point of view of the public convenience, the most unsuitable spot that could have been chosen for the purpose. At any time it is remote from the anchorage where foreign vessels lie, and when the spring freshets come down the Fu-ho it will be almost inaccessible, as its waters rush with such force that it cannot be forded. Probably the site might

prove healthy, as it certainly would be breezy, but it would be terribly exposed in a gale.

The most conspicuous building from the water is Messrs. Jardine Matheson & Co.'s new hong, just erected. This firm have purchased all the land eastward of the city walls, but the Customs have bought from them a site, next to the new hong, for a residence for the Commissioner. At present both the Customs Staff, and the British Consul occupy large houseboats moored close to the bank, but which are not too accessible from the shore in muddy weather. Wuchow presents a rather imposing appearance from the river, and the banks are enlivened by the presence of a host of native craft, which pack thickly to the east and all along the banks of the Fu-ho. Among these the peculiarly shaped cargo-boats at once attract attention. These have deep bulging sides, which, seen end on, have a remarkable appearance. They are built in this manner to render it difficult for the Customs officers to gauge the quantity of cargo and thus enable the crafty owners to evade payment of full duty. The city, which has a population estimated at 50,000, is fairly built and has a prosperous appearance. I went through the principal streets and found the shops well supplied both with native and foreign goods. The provision shops contained an abundance and a variety of fish, fruits, and vegetables. I noticed baskets full of small lizards for sale as food, and some of these are carried down to Hongkong, where they are sold as medicine for sick persons. I am sorry to say the Chinese skin these wretched reptiles alive, and they are sold without the skin, which apparently has some commercial value. The pewter ware, which is often supposed to be *spécialité* of Swatow, is manufactured both in Wuchow and Shihung; the designs at the latter city are the more tasteful and characteristic. Wuchow possesses several fairly built but not peculiarly clean temples. On the opposite side of the street to a temple in the centre of the city is a rather striking gateway having three archways, with more pretensions to architecture than structures of the kind in China usually display. It certainly forms a most effective outlook from the street and approach to the river, which lies some forty feet below, down a shelving mud bank. On the way down to the landing place for small boats is planted a carved iron post stated in old chronicles to have been one of a pair which formerly graced the approach to the Fu-ho, and it is believed to be upwards of seven hundred years old. Although neither the walls nor the temples show signs of any great age, it is known that Wuchow is a place of much antiquity. The city is said to have been erected in A. D. 592 and that an earlier town existed a little below the present site.

Wuchow is subject to floods in the summer, when the rivers rise many feet above their banks, or a total of more than fifty feet difference between summer and winter levels. I saw the flood marks on some trees near Messrs. Jardine, Matheson & Co.'s compound, which prove that at certain seasons the people have to betake themselves to the upper stories of their houses for refuge. These floods are, however, regarded very philosophically, and no provision is apparently made to cope with them. Whether they are, as some of the natives think, a not unmixed evil, is perhaps a matter for debate; but they do not appear to work much serious damage.

A TRIP UP THE FU-HO.

Having through the aid of some friends at Wuchow chartered a steam-launch for the purpose, we made up quite a party after dinner and ascended the Fu-ho river to a place called, so far as I could make out, Ang-how, about fourteen miles from Wuchow. On leaving the str. *Wuchow* we steamed to the mouth of the Fu-ho and proceeded slowly through the native shipping which lines both banks of that river for about half a mile. The water of the Fu-ho is clear and green, in striking contrast to the red or tawny water of the West River, which holds so much sand in solution. The outer suburb of Wuchow, I remarked, was a mass of charred and blackened ruins, the result of the raid made upon it about a fortnight previous by a band of about one hundred armed robbers. Curiously enough, the tall pawnshop, which was the central point of their attack, stands still uninjured among the

wrecked houses around, the attempt to fire it having entirely failed. Several of the inhabitants were killed in the fight, and the brigands got off with a quantity of loot. The incident affords a striking commentary on the manner in which property is protected in the Central Kingdom, and shows that the security afforded by city walls is, in China at any rate, still a reality.

We soon lost sight of Wuchow, the river taking some sharp bends between high hills. The country is well wooded, and in the valleys, which were occasionally revealed between the hills, cultivation of sweet potatoes, yams, sugarcane, and various crops is carried on. But of towns or large villages no trace was visible, and peasant life was represented by a few men and women here and there cultivating the alluvial soil left exposed on the banks by the fall of the stream or herding buffaloes. One or two small steam-launches were passed towing boats, and some passage boats were seen, but when about ten miles up stream traffic seemed scanty. There is, however, a good deal of traffic with Kweilin, the capital of the province, though the amount could no doubt be enormously increased by the substitution of very light draft stern wheel steamers for the native boats. Many small herds of water buffaloes were passed, some of which were encountered swimming across the river. The calves, terrified by the whistle, took refuge among the cows, who obviously supported them in the water.

We landed at Ang-how by the aid of a native boat which put off in response to our hail, *malgré* the dour looks of the man apparently in charge, and whose surly and sullen countenance nothing could lighten up, including the silver bestowed as a cunshaw. After a walk of about a mile on the high banks, from which a view of tolerably extensive tracts of cultivated country was obtainable, and making a detour to avoid a herd of sniffling and hostile buffaloes, we rejoined the launch, weighed anchor and started to return to Wuchow. We touched the bottom once on the way down, but got off again without much difficulty, and arrived at Wuchow about 7 p.m., finding some little difficulty in threading a passage through the small craft at the mouth of the Fu-ho.

I was informed that badgers were very plentiful round Wuchow, and were hunted by the natives, who eat them. The armadillo is also common in the country up the Fu-ho. Of tigers I saw nothing and heard little. They do not appear to be plentiful. Birds seemed scarce, but I saw one or two varieties that were new to me.

EARTHQUAKE AND CHANGE OF WEATHER.

The next morning dawned dull, cold, and wet, and on consulting the thermometer I found it had dropped from 86 deg. Fahr. on the previous afternoon to 64 deg. Of course we all got into warmer clothing, and a light dustcoat I had taken proved acceptable. At breakfast we learned that a slight but distinct shock of earthquake had been felt ashore about 4 a.m. but no one observed it on board the steamer. I had arranged to go ashore and have another ramble through the city after breakfast in search of adventure or curios, but the rain came on so smartly that I abandoned the intention, the inducement to face the sleet and mud not being sufficient.

THE RETURN JOURNEY.

We lifted anchor at 2.30 p.m., steamed across the river to the kerosene anchorage, and picked up the parasite, which was taken in tow, and started on the return voyage with a light cargo and few passengers. It was still raining, but the skies looked like clearing, a promise that was fulfilled some two hours later. At 4 p.m. we passed Fong Chuen, a small walled city on the left bank, lying among lovely scenery, but having no commercial importance. About 5.15 p.m. we were opposite Dosing, a very considerable town on the right bank, at which until recently the steamers were wont to call for passengers. This is a rather important centre of trade; there is a large lekin establishment there, and small native craft line the banks.

A quarter of an hour later we were passing the famous rock known as the Monk's Head, called by the Chinese Fa-Pew. This great

landmark rises 1,410 feet from the river bed, but at first sight, approaching it from Wuchow, it appears much lower. The rock seen from that point assumes the appearance of a gigantic crouched figure, the head bent forward overlooking the surrounding country. When abreast of the rock, however, its proportions are much more imposing, and as you leave it in the rear it presents the aspect of a tall shaven bonze with a spectral looking face standing at full height gazing solemnly over valley and river. It is certainly a very striking looking mountain, and could not be easily scaled.

The twilight was deepening into dusk when we approached the city of Tak-hing. This place is approached through a short gorge, and stands on a plain on the left bank of the river going down. It is encircled by a wall, but it was too dark to see much of it beyond the houses on the bank, partly screened by thick clumps of trees, and a nine-storied pagoda perched on a low hill at one end of the city. The plain is highly cultivated, and Tak-hing ought to be worth calling at. It is a way port, but few passengers are picked up there. The Cookscomb Rock, a curious jagged ridge, one of the features of the river, was passed in the dark.

After dinner it was clear and bright, and when the moon got up we had some beautiful revelations of scenery as we swept down the river to Shihing, some sixty miles distant from Tak-hing, and where it was intended to anchor on arrival. I turned in about 10 p.m., and slept soundly until awakened by the noises attendant on arrival at Shihing about 3 a.m.

SHIHING CITY.

A tap at the cabin door some time before dawn reminded me of the arrangement made the previous evening to visit the Marble Rocks and the Caverns before breakfast, so I tumbled into my togs with all speed, joined my fellow passengers on deck, and after a hurried snack we got into a boat and pulled ashore at the central landing place of Shihing, mounted the long flight of out granite steps laid with great neatness, and crossing a piece of unoccupied land plunged into the city.

The inhabitants were but just turning out and the shopkeepers were opening their cases and displaying their manifold wares. Some, less energetic, had not taken down their shutters; but the purveyors of food of all kinds were all on the alert and the day's supplies of fish, flesh, fowl, vegetables and fruits were all on view, and business had already commenced. Speaking of fish I may here remark that we had a kind of fresh water sole, purchased here, for breakfast, which was most delicious. It is like the ordinary sole, but smaller, the flesh very white and firm and delicate.

Shihing is an unusually well built city. No doubt this is due to its former position as capital of the province of Kwangtung. Vestiges of departed importance still cling to it in the breadth, cleanliness, and style of its main streets, the excellence of its pavements, and its comparative freedom from the odours which usually assail the pedestrian's nostrils in Chinese cities. It undoubtedly ranks high in this respect, and is certainly beyond all comparison the cleanest and least unsavoury town I have seen in the Chinese Empire. Some of the shops are handsome and well supplied; ordinary goods of all descriptions, whether native or foreign, may be purchased in them; but I failed to discover any "curio" shops. The only things peculiar to Shihing are the articles (mostly cups and saucers and images of Buddha or other gods) made out of the local marble, which can be bought here at moderate prices. Pewter-ware is also made in considerable variety in several shops in the outskirts.

I had no time to visit any of the public buildings, but these are extensive, though some are in a rather ruinous condition, nor did we investigate any temples within the walls, for time pressed. Our programme was cut out, the Marble Rocks to be visited, and so on we went straight through the city, passing under three lofty arched gateways, the iron-studded gates of which are always closed at dusk every day with, I fancy, excellent reason. The City would otherwise be raided by the banditti who infest the district, but of whom we saw

nothing. We paused to run up a flight of steps leading on to the walls, which I noted were in an excellent state of preservation, and which I should have liked much to have perambulated, as I could see the views of the surrounding country from them would be very interesting. In Shihing there were no hostile wonks, no unfriendly canaille to hang on our rear, and indulge in observations of a personal and disgusting nature; the people were perfectly civil and well behaved on both occasions, and utterly unlike the rowdy inhabitants of the City of Rama.

THE MARBLE ROCKS AND CAVERNS.

Outside the gates we found the chairs we had engaged awaiting us, but as the air was keen and the sun had not yet mounted to the heavens, I preferred to stretch my legs. Our path lay for some distance among gardens and lily ponds until we reached a new and cheerful looking temple, built in the usual style, but furnished with rather superior decorations. The approach to this is guarded by a gate in a very solid wall, no doubt closed at night. Passing through this we emerged on the open plain, across which the path, on a slightly raised causeway, pursues its devious way. It is but a narrow track about two feet in width, formed by two slabs of granite laid lengthwise, and this presently narrows to a single slab about a foot wide. Before us, across the plain, rose the famous Rocks, which consist of groups, or, in some instances, isolated precipitous hills, purplish black in colour, which stand out very boldly against the background of bare red mountains beyond. The distance to be traversed was about three miles, and it was no cessary to look to our feet, as the granite slabs were very slippery and none too evenly laid. The highway is unquestionably like all Chinese country roads, a work of simple utility: it is contrived to serve a double purpose; that of boundary to the fields, then mostly under water, and as a means of communication. The limited nature of the accommodation rendered it necessary to supply, here and there, a wider additional stone, at which points it is possible to pass other wayfarers without one party being inadvertently landed in the mud or water.

In due course—we had walked quickly—a point is reached where the track divides, but it was an easy matter to determine which arm of it to take. Only one large shallow lake-like field intervened between us and the nearest group of Rocks. The steep sides of these were now seen to be dotted here and there with trees, while the bases of some were thickly dotted with vegetation. Far up the precipitous sides of the two nearest hills were perched picturesque temples or monasteries, to which at first sight there appeared no means of access.

At the foot of the nearest hill thus honoured stands an ancient Buddhist temple of considerable dimensions, to which our guide conducted us. This temple, I was told, was erected during the Ming dynasty, and it bears unmistakable signs of antiquity both in its structure and in the idols it enshrines. It is built mainly of the blue brick of the country, but the bases of the great wooden pillars supporting the roofs are of white marble, discoloured and dulled by age and exposure. The temple consists of three courts, one above the other, the inner one being reached by a double flight of steps. In the first or outer court there is a most interesting group of josses, consisting of three huge gilt Buddhas, placid and stately, and ten iron figures, painted in originally bright colours, now much faded. These statues, ranged five on each side of the Buddhas, are no doubt representatives of sages or notable personages in the Buddhist Pantheon. In the second court were enshrined three really fine bronze Buddhas about ten feet in height, well cast, and in good preservation. A handsome though not large bronze bell with a sweet tone hung in this court. Ascending to the inner and highest court, the holy of holies, we found another striking group of deities and warriors. In the centre was a grave, calm-faced figure of Buddha, flanked on either side by a pair of bronze effigies evidently representing two of his disciples with shaven crowns. On the right and left of these meek looking bonzes, were two truculent warriors of the Ming period arrayed in armour, both endowed with most expressive features and much vigour of gesture. One of them is the

roughly typical of the Chinese idea of a "brave," and wears a most ferocious and blood-curdling scowl.

Quitting this interesting temple, we then proceeded along the base of the rock to the mouth of the famous limestone cave. I confess I was somewhat disappointed at first sight of this Chinese wonder. The entrance is low and looks much lower than it really is, as there is plenty of room for the tallest man to walk in upright. The cavern speedily widens on entering, and after traversing a paved causeway a distance of some eighty feet, the head of it is reached. The bottom of the cavern is full of water, and the paved causeway, which is railed on either side, has been made for the convenience of visitors. The roof gradually grows loftier until at the head of the cave it rises into quite a lofty dome, the actual height of which we were unable to discover although we sent up several ineffective Chinese rockets. There is a peculiar weird echo, and one rock when struck by a mat bag gave forth a loud resonant sound almost like the booming of a drum. There was no need for torches, because the light enters from both ends. At the head of the cavern a few steps up near the other outlet is a small rock out temple, the presiding divinity of which is a figure of the Goddess of Heaven, seated in a deep recess. Two nearly life sized figures of warriors, each carved out of solid blocks of marble, also stand in this sanctuary. Yet another flight of stairs, and we found ourselves in the open air on the other side of the rock, on a small gallery out out of it, from which a room is entered, where the bonze comes forward and invites us to inscribe our names in a book kept for the purpose. This done and some silver distributed among the priests and their satellites, we return through the cavern and treat the aborigines to a scramble, in which I regret to say the males showed a sad lack of gallantry towards the weaker sex. I should have liked to visit some of the other rocks and see where the marble is quarried, but time did not permit. The pathway was in several parts paved with pieces of marble of various colours as well as of jet black and pure white. I was also unable to visit any of the monasteries perched up on the rocks in places where there was apparently only foothold for goats. A splendid view of the plain and river is no doubt obtainable from these eyries.

Our party then got into the chairs, which were of a quaint description, peculiar, I should imagine, to Shihing. They are so small that the passenger has to sit tight; and they are boxed up at the sides yet without a roof a flapping little shutter of black matting falling in front on a level with the eyes, obstructing the view but answering no other conceivable purpose. They are so frail that I put my foot through the bottom when getting into it, and one of them completely collapsed under the weight of another member of the party, nearly letting him into the water in the paddy field below. I soon got tired of this mode of conveyance, and at the first halting place severed all connection (save that of paying) with both chair and bearers. We reached Shihing without further adventure, stopping only to purchase some marble ware, and went on board with all despatch. The steamer was all ready, anchor was weighed directly we were on board, and we were quickly under steam for Samshui, which we should have reached an hour earlier but for interposing timber rafts.

At Samshui we took in some cargo and passengers, and then continued the voyage, calling, as on the up trip, at Kumohuk and Kong-mün, the latter in the dark, and arrived safely in Hongkong harbour about 7 a.m. on the 25th October.

CONCLUDING REMARKS.

The trip is a most enjoyable one, and affords a complete change of scene to the jaded resident of Hongkong, while to the stranger in these parts it will afford a good idea of the inland navigation of South China and the resources of the delta. The scenery is certainly not so grand as that of the gorges on the Upper Yangtze, but it is incomparably superior to any met with on the lower arm of that great father of waters.

For certain facts regarding Wuchow I am indebted to the excellent and interesting report by Mr. Acheson, Commissioner of Customs, on the trade of the then newly opened port for

1898, while for much general information I am under obligations to Captain Thomas, of the steamer *Wuchow*, whose readiness to impart it and general desire to minister to the comforts of the passengers I am only too pleased to thankfully acknowledge.

R. C. W.

TYPHOON AT HAIPHONG

The steamer *Hating*, Captain Jenssen, which arrived on Sunday from Haiphong and Hoihow, reports that on the 9th November a very severe typhoon passed over Haiphong, doing considerable damage to the river steamers, lighters, and junks, of which several were carried far inland by the high flood. Several parts of the town were inundated.

The wind commenced blowing from the N.E. with heavy rain, this continuing up to noon, when the wind veered to the E. and blew with terrific force up the Haiphong reach. At 3 p.m. a sudden lull occurred. The wind recommenced shortly afterwards, blowing from the N.W., but not so heavily as before. At 6 p.m. the weather was abating and by midnight the storm was over.

The *Hating* left Haiphong at 6 a.m. on the 10th. She passed quite a lot of wreckage between Hordau Island and Norway Island. About six miles S.W. of Norway Island she picked up two shipwrecked Pakhoi fishermen, who had been about twenty-four hours on a raft and were the only two survivors out of a crew of ten. The master of the junk succumbed on the morning of the rescue. According to the statement of the two men rescued quite a number of fishing junks had been lost with all on board.

The *Hating* had fine weather up to Hongkong.

ANNUAL LICENSING SESSIONS.

The annual sessions of Her Majesty's Justices of the Peace was held at the Magistracy on Wednesday afternoon for the purpose of considering publicans and adjunct licenses for the year 1899-1900. The chair was occupied by Mr. H. H. Gompertz, Acting Police Magistrate, the other gentlemen present being the Rev. R. E. Cobbold, Dr. Clark, the Hon. R. D. Ormsby, Deputy-Superintendent Baddeley, Messrs D. R. Crawford, A. Shelton Hooper, A. G. Morris, A. Findlay Smith, C. W. Duggan, and W. M. B. Arthur. There were 25 applications, including two for premises not hitherto licensed, namely, the Happy Retreat, Wongneichong Valley (applicant, Peter Hayes), and the Eastern Hotel, 192 and 194 Queen's Road East (applicant, Bernard Jours.)

THE EASTERN HOTEL.

Bernard Jours applied for a license for the Eastern Hotel, 192 and 194, Queen's Road East. This was the second application, the first (made a short time ago) being refused. It is a new house.

Mr. Deacon, who appeared for the applicant, said the premises were about 100 yards from the Wanchai Market. They consisted of two houses—semi-detached—and on one side was a lane and on the other a thoroughfare. The nearest hotel or public-house was the Praya East Hotel, which was down on the Praya. Except that, there was not a public-house anywhere near, except of course the Sailors' Club, which was restricted to sailors, and he believed also to soldiers. The applicant was a very respectable man. He was a native of Holland and had served in the American Navy and in the Imperial Customs.

The Rev. R. E. Cobbold asked if the number of licenses now was in excess of the number recommended by the Commission last year, and if so how many in excess. The Commission was appointed at the request of the Justices, and he thought the Justices ought to be in possession of the facts.

Mr. Arthur said the number was practically the same.

Mr. Hooper said they ought to take each case on its merits, though they might take the recommendation of the Commission as a guide. The application was granted.

THE HONGKONG HOTEL LICENSE.

Harry Haynes applied for the license of the Hongkong Hotel.

Mr. Crawford called attention to the fact that the sureties were a director of the Hotel Company and the Secretary (Messrs. Wilcox and Mooney) and the men who said the applicant was a respectable man were two of the directors (Messrs. Osborne and Wilcox) and the Secretary. It would have been better if outside people had been obtained. He had no objection to Mr. Haynes personally.

The application was granted.

CONNAUGHT HOUSE.

Antonio Fonseca applied for a license for Connaught House, 13, Queen's Road Central. The premises were formerly known as the Windsor Hotel, and the question was asked as to whether there would be anything to prevent the applicant having a bar on the premises.

The application was refused. We understand that it is intended to apply for an adjunct license.

THE HAPPY RETREAT.

Peter Hayes applied for a license for the Happy Retreat at Wongneichong Valley.

The application was refused.

THE STAG HOTEL.

Rustomjee Cowasjee Bamjee applied for the license of the Stag Hotel, 148 and 150, Queen's Road Central.

The police had objected to the renewal of the license.

Mr. Hursthouse, who appeared for the applicant, said the proprietor had been unable to ascertain anything to justify certain allegations made against two women employed in the place as waitresses—anything to justify his dismissing them—but at the same time he wished him to say that should the Justices be in possession of information with regard to them which he was not in possession of he would be glad to act upon it.

The application was refused.

OTHER LICENSES.

The following applications were granted:—

Alexander Moir, The Peak Hotel, Rural Building Lot No. 77, the Peak. Has held a license for about 11 years.

J. C. Goodchild, Thomas's Grill Room, No. 2, Queen's Road Central. Has held a license for about 2 years.

Joachim Gomes, The International Hotel, Nos. 318 and 320, Queen's Road Central. Has held a license for about 31 years.

Heinrich Varrelmann, The Western Hotel, Nos. 90 and 92, Queen's Road West. Has held a license for about 9 months.

Hans Jertrum, The German Tavern, Nos. 266 and 268, Queen's Road Central. Has held a license for about 2 years.

Henry James Fannch, The Praya East Hotel, Nos. 33 and 39, Praya East. Has held a license for about 9 months.

James Wm. Osborne, The Kowloon Hotel, Elgin Road, Kowloon. Has held a license for about 9 years.

Henry Oliver, The Travellers' Hotel, Nos. 12 and 13, Queen's Victoria Street. Has held a license over 4 years.

Frederick Melhuish, The Criterion Hotel, Nos. 21 and 23, Pottinger Street. Has held a license over 4 years.

Catherine Alice Bremner, (Adjunct Licence.) The Waverley Hotel, No. 8, Ice House Street. Has held a license for 4 months.

Ismail Pillay Madar, The New Victoria Hotel, No. 9, Queen's Road Central. Has held a license for about 11 years.

Joseph H. Donnenberg, The Colonial Hotel, No. 1, Jubilee Street. Has held a license for about 7 years.

Isaac Samuel Greenstein, The Central Hotel, Nos. 242 and 244, Queen's Road Central. Has held a license for about 5 months.

Izydor Silberman, The Globe Hotel, No. 184 Queen's Road Central. Has held a license for about 6 years.

Moritz Freimann, The Land We Live In Hotel, Nos. 332 and 334, Queen's Road Central. Has held a license for over 1 year.

Wilhelm Krater, The Rose, Sharmrook & Thistle Hotel, Nos. 238, and 290 Queen's Road Central. Has held a license for about 5 years.

Nowrojee B. Moola, The Hung Hom Hotel, No. 30, Bulkeley Street, Hung Hom. Has never held a license before.

S. J. Granville, The Metropole Hotel, No. 2 Shaukiwan Road. Has never held a license before.

Arthur Henry Harper, The Bay View Hotel No. 20, Shaukiwan Road. Has held a licence for one year.

Anthony Milroy The Sailor's Home, No. 187A Praya West. Has never held a licence before.

THE NEW GERMAN MAIL STEAMER.

ARRIVAL OF THE "KOENIG ALBERT."

The North German Lloyd have commenced their fortnightly service to the Far East, the first steamer to arrive in Hongkong under the new arrangement being the *Koenig Albert*, which anchored off Green Island on Tuesday night and made her way to the wharf at Kowloon yesterday morning. The *Koenig Albert* left Bremen on the 4th October and Southampton on the 9th October, so that the voyage from England has occupied just over five weeks. The average speed has been 14 knots.

In consequence of the adoption of the fortnightly service the company are adding four large steamers to their China fleet, and the *Koenig Albert* is the first of the four which has been turned out. She is a magnificent vessel, being 520 feet long and 60 feet broad, but we understand that two of the others will be even larger. She carried some 300 passengers on her first trip, but there is accommodation for 100 more than that number. The names of Sir Claude MacDonald, K.C.B., K.C.M.G., British Minister to China, and Lady MacDonald appear in the passenger list. When Sir Claude was previously in Hongkong he was an invalid on his way home. We are pleased to say that he is now in a vigorous state of health, the voyage having greatly benefited him.

When fully loaded the displacement of the steamer will be 16,750 tons. Her registered carrying capacity is 10,500 tons. The forepart of the vessel is divided into four decks, and the afterpart into three; in the middle part there are three more decks, one measuring about 285 feet, whilst the other two are about 200 feet long. The exceptional number of decks in the centre, makes the vessel a conspicuous object as she lies at the wharf. One would have thought that this feature would have made her roll considerably when the weather was in any way rough, but we understand that on the voyage out she, as one of the officers expressed it, "lay like a duck on the water" when the time of trial came.

Most of the cabins for the first and second class passengers are placed in the upper structures in the middle of the ship, only a few being put below the upper deck. The steerage passengers are all accommodated just below the upper deck. There are 101 first-class cabins, which are sufficient for 291 passengers; and there are 34 cabins in which 102 second-class passengers can be accommodated. Below the upper deck 180 third class passengers can be lodged in cabins berthing from two to six persons.

The first-class dining saloon, with 162 seats, is situated at the forepart of the lower promenade deck. On the upper promenade deck is the ladies' saloon, and on the same deck is the smoking room. Each of the promenade decks provides walking room of about 200 feet for the passengers. The second class Saloon, to hold 100 passengers, is, like the ladies' room, situated at the poop of the vessel and the smoking room is built at the top of the poop. The first-class saloons are most elegantly fitted up, whilst all the second class apartments are polished and parqueted. All cabins are provided with the necessary comforts and special care has been taken to provide a sufficient number of baths.

The cuisine on board is first class and the kitchens are able to provide food for over 400 passengers at a time. There is a large bakery with two steam ovens, a pantry for first and second class, and the necessary store rooms, etc. Two refrigerators secure cool storage and manufacture the necessary ice during the voyage.

All rooms are lighted by electricity. There are 800 incandescent lamps on the ship, each of 25 candle power. Three dynamos of 400 amperes each provide the electric current.

The new steamer was built at the Vulcan Works, Stettin, of the very best German steel. She has a double bottom, which is divided over the whole length of the ship into 22 compart-

ments. Thirteen watertight bulkheads divide the whole ship into 14 compartments, which even if two adjacent compartments are filled with water, secure the safety of the ship and her passengers. These bulkheads were built under the supervision and by the regulations of the Germanic Lloyd and are amply strong enough to resist the waterpressure of one side, without being supported by water from the other. She carries schooner rigging with steel masts.

The cargo space, consisting of 21 different compartments, is accessible through seven hatches; there are four hydraulic cranes and 11 steam winches.

The motive power consists of two quadruple expansion engines of 7,000 indicated horse-power, which give the vessel a speed of 15 knots. By artificial draft this can be increased to 900 ind. horse-power and a speed of 16 to 16½ knots. Six boilers together with 27 foils provide the necessary steam, and the bunkers have a capacity of 1,650 tons.

The safety appliances consist of ten boats 30 feet long, two 25 feet long, one 12 feet long (these being of wood), and eight 25 feet long built of steel. These boats are placed in positions from whence they can easily be launched and special patented appliances have been provided to secure their safe launching.

The steamer will not be open for inspection by the public until her return from Japan. Everyone who visits her must admit that Capt. Cuppers is in command of a vessel of which he may well be proud.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST NOVEMBER.

	1898	1899
Tytam 1ft. 2in. above overflow	1ft. 3in. above overflow	
Pokfulam 0ft. 2in. above overflow	5ft. 6in. below overflow	
Wongneicheong 15ft. 6in. below overflow		

STORAGE GALLONS.

	1898.	1899.
Tytam	394,880,000	395,620,000
Pokfulam	66,360,000	54,000,000
Wongneicheong approx.		15,000,000
Total	461,240,000	464,620,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF OCTOBER.

	1898	1899
Consumption	108,151,000	107,586,000 gals.
Estimated population	197,000	202,500
Consumption per head per day	17.9	17.14 gals.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF OCTOBER.

	1898	1899
Consumption	7,172,000	8,620,000 gals.
Estimated population	26,200	27,400
Consumption per head per day	8.8	10.14 gals.

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY.
Water Authority.

VITA NUOVA.

Tutti li misi pensier parlan d'amore.
Dante Alighieri.

We sat together in the gloom,
With hearts too full for common speech,
With grief and joy beyond words' reach.

Nay! Say you love me! Say so, Sweet!
—A mnte reproach from tear-thrugged eyes,
A half-heard sob, faint kisses, sighs.

And then your answer, calm and clear,
Came to me as though heard in sleep
—I cannot, Dear! It lies too deep!

Some day, may be, you'll know it all:
My own dear Heart, don't ask again!
You do but give me needless pain.

At present, merely let me lay
My tired head upon your breast:
Just now, I grave nought else but rest

And time to think of this strange thing,
This miracle, that carries me
Along some current, to a sea

Of large-eyed dawn and new-won life.

First kiss my lips, then let me lie

And think; and after that, I'll try

To say the words you long to hear:

The light is yet too strong, the stream

Too much for me. There, let me dream.

D.

OCCASIONAL NOTES.

11th November.

The news of the death of Commander Egerton, which as in the case of Major-General Symons, appears to have occurred before news of his promotion reached him, will be regretted by many residents of Hongkong, to whom the deceased was known as an able officer. His work at Ladysmith gave promise of a brilliant future career, but unfortunately he has met the fate of a number of other good men who have fallen fighting in Natal. While it is comforting to know that he could not desire a braver death, his presence will not soon fade from the memory of his friends in Hongkong and elsewhere in the Far East.

Now that the details are beginning to filter through from the Indian and Australian exchanges of the early operations in South Africa, it would appear that although the British have lost heavily, the Boers have had a very costly campaign, and whereas the fighting of the British so far has been to some purpose, the Boers, although having assumed the aggressive, remain practically where they started, without having accomplished anything beyond weakening their enemy by loss of men through death and capture. The British occupy the principal points encircling Boer territory, namely, Ladysmith, Kimberley, and Mafeking, and so far the united Boer forces have been unable to crush them or force them from those positions. Thus the advance of the Boers is checked and Joubert's previous blatant announcement as to his triumphal march into Cape Colony and the seizure of everybody and everything has not yet been realised. As far as an aggressive campaign on the part of the Boers is concerned the British hold the situation, for the Boers cannot advance and leave their borders exposed to the three garrisons mentioned.

Concerning actual hand-to-hand fighting the British have certainly had the best of it, and the actions at Glencoe and Elandslaagte will rank as some of the finest fighting records of modern times when the history of the campaign comes to be written up. In those actions, as in the minor affairs reported, when Tommy Atkins charged he came out "away topside." Consequently it is conceivable that the Boer opinion as to the fighting ability of the British soldier has changed somewhat from that which so frequently found expression before the war.

The telegraphic news by Reuter as to how Tommy was eating his heart out in captivity, will no doubt find a page in Max O'Rell's note-book on the characteristics of the English people. Anyone who has watched a tough game of Rugby or Soccer will readily understand the consolation that such would afford prisoners of war, at the same time keeping the men in real athletic and consequently fighting trim. The daily telegrams may therefore any day bring along an announcement that the Irish Fusiliers have beaten the Hussars by two to one, and are in for the final against the Gloucesters for the Pretoria Cup. For that event Father Paul would shine as a referee, providing he handled the whistle promptly and did not want to commune with his own especial Almighty for an hour or so, when a foul was claimed. Football enthusiasts would be glad to know which team had the honour of introducing the game into Pretoria, and think that now it is once started there are prospects of the Boer community after all becoming civilised!

A few weeks ago I noticed that a correspondent drew attention to the large number of beggars who infested the principal roads and pestered Europeans for alms. Your correspondent omits

ted to mention that the majority were small children, who were thus being trained as professional beggars. In spite of that complaint, and presumably many others that reach the police, nothing has been done to check this increasing nuisance. A few days ago a friend from the north, a consul by the way, was entering a shop in Queen's Road, with a lady, when he was deliberately followed into the shop by two or three rousing rascals, who demanded "cumshaws." The Chinese storekeeper had to drive them out, and they waited on the threshold for the benevolent-looking stranger, who only got rid of them by taking a chair. Another lady of my acquaintance, on the same road, ignoring the appeals of a beggar, was surprised to find her arm roughly seized, and had to intimidate the beggar with her umbrella to escape him. On Sunday morning last I counted thirteen beggars between the Cathedral and Glenealy, all sorts and all sizes, demanding alms from every European. A Sikh policeman was carefully patrolling the same section, which had no effect on the presence of these vagrants. To find a parallel, one will soon have to journey to a Chinese city, and as neither Singapore nor Shanghai are infested with this class of people, it is difficult to understand the indulgence of the authorities here. One of the unofficial members at the next Council meeting might give notice of a question to the Chief of Police, as to why wholesale begging by natives from Europeans is permitted in the colony, in reply to which at the subsequent meeting the chief might produce reasons which would enlighten and pacify not a few residents.

With reference to General Black's recent speech in which he expressed his opinion that if one or two Chinese battalions had been raised in the sixties, they would have formed the nucleus of a Chinese army, I am inclined to your opinion, Mr. Editor, that the question of regenerating the state by means of an efficient army is a theory that possesses at least two aspects. It is one thing to raise the desired army by means of foreign money, honesty, and brains, but it is another matter in China to keep up that army when it is handed to the provincial authorities for control. If Great Britain had philanthropically trained a brigade of Chinese the reform of China would not have been advanced one iota until enforceable guarantees were given that the Brigade would be regularly paid and kept efficient. This would necessitate a thorough reform of the financial system, or rather want of system, in China, and when that is secured there would be no difficulty in getting soldiers and even trained native officers.

The fact is perhaps sometimes lost sight of that in China the profession of a soldier is one that respectable families look askance at. The man who becomes an officer is generally run pretty close in other opportunities for making a living, and as his position gives him no standing in public opinion, but is regarded rather as a last resource for a man of brains, and no fitting employment for a man of means, it can be readily understood that the officer class is not exactly that required to reform any country. With due deference to the gallant General's opinions, the experiment of organising regiments of Chinese on modern lines has been repeatedly tried, especially in recent years, and found wanting. Under the jurisdiction of the Viceroys at Nanking and Tientsin battalions of men have been raised, splendid fellows as regards physique, tractability, and understanding, who have been trained by competent European officers, and at the various reviews and in sundry rebellions, have given evidence of their fitness as soldiers. The reason of this being simply that the Chinaman, like most other people, when paid fairly well for his services, and paid regularly, is willing to drill regularly and becomes an efficient fighting unit. But what is the eventual result? Why, the Viceroy finds that the squeezes or contributions demanded from Peking to compensate blunders made elsewhere, suddenly grow larger. He is forced to retrench and squeezes in turn his subordinates; the foreign instructors are gradually dismissed, the native officers find their pay decreased, and to make up for it they squeeze those remaining soldiers who are not disbanded when the foreign instructors are dismissed. Finally, the men, objecting to this, desert or are

still further disbanded, and drift off swelling the coolie classes, or if their military instincts are not allayed, swell the ranks of the insurgents in the periodical rebellions, or turn pirates. So, the money is squandered, and the armies go the way of other reforms in China.

The seat of the evil, and the great difficulty confronting the upkeep of an efficient army, is the system of provincial viceregal government, the absence of a just and equitable system of taxation, or, in brief, the utter absence of any financial system. If the soldiers were regularly paid, as soldiers of the Empire and not of Viceroys, if the status of the native officer was raised to attract and keep desirable young men, willing to go through a thorough modern training, there would be some use in talking of handing over foreign trained battalions to native control. But as things financial at present exist, and are likely to do so, until the financial administration of the Empire is placed under foreign control on the same basis as the I.M. Customs, it is impossible, and if your Weihaiwei Regiment was handed over to the Viceroy of Pechili, it would become a banner corps in a month, and after that would be heard of no more, though its pay-sheet might for many years appear on the expenditure side of the annual statements of the Viceroy to Peking.

OBSERVER.

THE INTERPORT SHOOTING MATCH.

SHANGHAI'S SCORE.

The shooting of the Shanghai team in connection with the Interport Rifle Match has resulted in 887 being scored.

Shanghai scored 893 last year, Hongkong 934, and Singapore 926. Of the nine contests which have taken place Hongkong has won six, Singapore two, and Shanghai one. The Hongkong team shoot on Saturday.—E.D. D.P.]

FOOTBALL NOTES.

The initial game of the Hongkong Football Club's A team, played on Wednesday against H.M.S. *Endymion*, was a very even affair and resulted in a draw. The navy men scored once in the first half through the instrumentality of their centre forward, and H. S. Holmes equalized for the Club during the second period. The *Endymion's* goal keeper should have prevented the score against his side.

On Tuesday the Hongkong Football Club's fifteen outplayed the Royal Welch Fusiliers, representatives in a Rugby game. The Club scored three tries. Hancock was entrusted with the attempt to convert once and Castle (Captain) made the other two attempts himself, but none of the efforts were successful. The soldiers made no score, so the result was Club nine points, R.W.F. nil.

13th November.

The most important event in the football world during the week was the drawing of the first round of Shield ties, which occurred on Tuesday, the particulars of which we have already published. Only one naval team, H.M.S. *Victorious*, has entered this season, and on this account the number of clubs competing is below the average. All the ties for this round have to be played off by 31st Dec. An early start is being made, the first coming off next Saturday, the 18th instant. We have seen too little of the teams to speak with any degree of certainty as to results, but we should say that the best football will be seen in the encounters between the Club and 25th S.D., R.A. and *Victorious*, and Royal Engineers. The R.E. in the past have never been particularly strong, but this season they appear to have a more formidable eleven than usual. Burrell and Barlow, late of Kowloon, are now in their ranks, and both of these are players of no mean order. The 38th Co. R.A. and the Engineers' Institute we think should get through their matches all right.

The Hongkong Football Club brought off two fixtures during the week, on Monday a weak team drawing with G. Co., R.W.F., and on Wednesday a representative eleven beating the 38th Co. Artillery by one goal to nil. We have, however, already reported on these games.

The Honorary Secretary of the Hongkong

Football Club sends us the following fixtures for this week:—

This afternoon at 4.30 the Royal Engineers' Recreation Club will be met, when the Club team will be: F. H. Kew, goal; M. B. Blake and B. C. M. Johnston, backs; H. W. Looker, C. T. Kew, and W. H. Howard, halves; and E. J. Libeaud, H. E. Green, J. F. Noble, H. C. R. Hancock, and J. D. Danby, forwards.

Johnston is a strong player, but has been unable to turn out before, owing to an injury received while playing for Noble in the six-a-side competition.

On Wednesday the newly formed A team will play its opening match, and on Thursday there will be the usual Rugby game. On Saturday, as mentioned above, a Shield tie will be played.

The match, reported in this column last week, between the V.R.C. and the Engineers' Institute has been the cause of much misfortune to the former club. Not content with beating the Recreation men by four goals to nothing, the Engineers did them a far greater injury by enticing away, couple of their best men. This, to say the least, is unkind, for it is difficult enough at any time for the V.R.C. to get a decent team on the field. It is a plucky little club and it is very hard for it to have to stand this rebuff. For five or six successive years it has put a team on the field, never with much success, but it has always come up smiling. The powerful Kowloon Club did not meet with one tenth the disappointments of the V.R.C., but it is now defunct, whilst the sturdy little Recreation team has still kept going, and it is particularly disappointing that this season, when the latter has just obtained the privilege of a ground, this new organisation should come forward and spoil its chances. The Engineers' Institute team is formed from players from the Institute and "elsewhere," principally "elsewhere," but most of them are also members of the Victoria Recreation Club, and all are eligible for membership. We think it a pertinent question to ask. If the Engineers were unable to form a team amongst themselves, and apparently such is the case, why did they not join the V.R.C. Club and strengthen it instead of adopting the course they have and attempting to wreck it?

If the V.R.C. team collapses there will be no club in the colony in which the beginner will be able to cultivate the game. However, we know there are a few prominent members of the club who will do their best to prevent such an unfortunate occurrence and we see no reason why they should not be successful.

On Saturday the V.R.C. received a severe drubbing from the Royal Engineers, being beaten by five goals to one. Seth was unable to turn out for them, Tuohy has gone over to the Engineers, and Howarth has been transferred to Shanghai, so they could not be expected to do very well. The R.E. outplayed them, but hardly to the extent of the score. They missed Tuohy and Howarth very much, and their back division was in consequence decidedly rocky. In the second half their forwards put in some good runs, but their backs collapsed entirely, offering very little resistance to the R.E. attack. They have absolutely no weight in the team. The R.E. are a fairly level lot all round, but Deane, half back, and Lient. Brown centre forward are about the best. Their wing forwards finesse too much and against a good defence would not score a great deal, but Lient. Brown in the centre always makes straight for the goal.

As we do not wish the V.R.C. any harm we will not remark on any of their players, for just at the moment it would doubtless injure the club to praise the play of any of its team.

The A Coy R.W.F. defeated the Engineers' Institute at Causeway Bay on Saturday by two to nil, one goal being scored in each half. Owing to the late hour at which the game was arranged the Engineers were unable to get their full team on, so the match assumed rather a scratch nature and afforded no criterion as to the relative abilities of the teams. The soldiers did not play badly, but none of the Engineers in any way distinguished themselves.

The *Foochow Echo* of the 4th November says:—The rice harvest has commenced this week and the crop is reported to be fairly good on the average. In some districts the growing crops have suffered severely through want of rain.

CRICKET.

HONGKONG CRICKET CLUB V. LADIES' RECREATION CLUB.

This match was played on Saturday, with twelve a-side. The following are the scores:—

HONGKONG CRICKET CLUB.

First Innings.

Surgeon Sheward, R.N., b Vallings	2
H. B. Green, c Tuck, b Hancock	4
A. G. Ward (capt.), c Vallings, b Hancock	30
T. J. Wilde, b Hancock	2
Mjr. Clark, R.A.M.C., c Hancock, b Langhorne	1
J. A. Ross, c Johnson, b Hancock	4
Rev. F. T. Johnson, c Higgon, b Langhorne	10
K. W. Mounsey, b Hancock	7
A. R. Isat, R.A., c Atkinson, b Hancock	8
C. Hammond, R.N., c Vallings, b Hancock	12
W. H. Howard, b Langhorne	0
R. J. Hall, R.N., not out	0
Extras	4

Total 84

LADIES' RECREATION CLUB.

First Innings.

Capt. Langhorne, l.b.w. Ross	18
Lieut. Mulliken, R.A., st Sheward, b Howard	22
Dr. Tuck, R.N., st Sheward, b Wilde	37
Lieut. Johnson, R.W.F., l.b.w. Ross	18
H. G. R. Hancock, c Sheward, b Ross	0
Viscount Suidale, c Clark, b Ross	15
Lieut. Hill, R.W.F., b Wilde	11
Lieut. Higgon, R.W.F., b Ross	3
Dr. Atkinson, c Ward, b Ross	2
Rev. G. R. Vallings (capt.), c Sheward, b Ross	3
R. S. Gerrard, b Howard	1
Lieut. Rotherham, R.W.F., not out	11
Extras	4

Total 140

HONGKONG CRICKET CLUB.

Second Innings.

H. B. Green, c Hancock, b Mulliken	0
C. Hammond, R.N., c Mulliken, b Vallings	2
R. J. Hall, R.N., c Langhorne, b Hancock	0
T. J. Wilde, l.b.w. Vallings	19
Burg. Sheward, R.N., c Johnston, b Mulliken	14
A. G. Ward, not out	89
J. Ross, not out	1
Rev. Johnson	
Lieut. Isat, R.A.	
K. Mounsey	
Major Clark, R.A.M.C.	did not bat
W. Howard	
Extras	1

Total 76

BOWLING ANALYSIS.

HONGKONG CRICKET CLUB.

First Innings.

	Overs.	Maid.	Runs.	Wides.	N.B. Wickets.
Vallings	5	1	20	—	1
Hancock	12.2	—	43	—	7
Langhorne	8	3	17	—	3

LADIES' RECREATION CLUB.

First Innings.

	Overs.	Maid.	Runs.	Wides.	N.B. Wickets.
Ross	15.2	3	48	—	7
Howard	14	2	34	—	2
Johnson	3	1	11	—	—
Clark	4	1	10	—	—
Green	2	1	10	—	—
Wilde	6	1	23	1	2

HONGKONG CRICKET CLUB.

Second Innings.

	Overs.	Maid.	Runs.	Wides.	N.B. Wickets.
Mulliken	6	1	23	—	2
Hancock	4	2	5	—	1
Vallings	4	—	34	1	2
Langhorne	5	2	13	—	—

HONGKONG VOLUNTEER CORPS.

MACHINE GUN COMPANIES COMPETITION.

The following are the marks obtained at the Machine Gun Competition on 28th October for the trophy presented by H.E. the General Officer Commanding:—

No. 1 TARGET, "A" COMPANY.

Targets Hit	24	120
Hits	162	162
Fire Discipline	40	40

Total 322

No. 3 TARGET, "B" COMPANY.

Targets Hit	23	115
Hits	145	145
Fire Discipline	25	25

Total 285

No. 2 TARGET, "C" COMPANY.

Targets Hit	15	75
Hits	128	128
Fire Discipline	25	25

Total 228

"C" MACHINE GUN CO.

The first monthly competition for "Capt. Potts' Cup" and "The Gubby Cup" took place on Sunday, and resulted in a somewhat easy win by Gunner Baldwin with the creditable total of 100 (net 95). Following were the best scores:—

	200	400	500	500	500	Total
Gunner Baldwin *	31	33	31	5	100	100
Sergt. Rodger *	25	31	28	12	96	96
Corpl. Toller *	28	34	31	8	93	93
Corpl. Bevan *	25	27	20	21	93	93
Gunner Milla	24	20	26	21	91	91
Corpl. Sherwin	22	27	22	18	89	89
Corpl. Smillie	16	28	32	11	87	87
Bombdr. Baillie	22	28	19	18	87	87

* Winners of Spoons.

THE HONGKONG BOAT CLUB.

At a meeting of the Hongkong Boat Club held at the Cricket Pavilion on 9th November the following officers were elected for the ensuing season:—President, Hon. J. H. Stewart Lockhart, C.M.G.; Hon. S.-c. and Treasurer, Mr. C. H. Gale; General Committee, Messrs. G. M. Young, J. Danby, A. E. Ellis, and F. Browne; Ballotting Committee, Sur. Major Watson, Rev. R. F. Cobbold, Capt. Warren, R.A., Messrs. A. G. Ward, G. H. Potts, and F. Lieb.

It was decided to hold a scratch race on Saturday, 25th November, at 3.30 p.m., and the following crews were chosen:—

No. 1 Boat.	No. 2 Boat.
A. E. Ellis (Capt.)	J. Danby (Capt.)
R. F. Johnston	R. de Calo
G. R. Stevens	C. T. Butsch
A. E. Katsch	L. Barrett, H.K.R.
No. 3 Boat.	
G. M. Young (Capt.)	
C. H. Gale	
Capt. Warren, R.A.	
J. W. Cumming	

A launch will leave Pedder's Wharf at 3 p.m. and the Police Wharf, Kowloon, immediately before the race for the use of members and their friends.

AMERICAN TRADE INTERESTS IN HONGKONG.

The following report by Consul-General Wildman is published in the American Consular Reports:—

Since the opening of Manila to the markets of the world, the competition for the control of its prospective trade has been growing keener from month to month. As a result of the war, the eyes of the world have been turned towards the Philippine Islands and China. The British chambers of commerce in England early realized that their trade supremacy in the Far East was soon to be contested by the United States. They sent to China Lord Charles Beresford as their representative, who appeared before all the chambers of commerce on this coast and told them plainly that if England wished to maintain her commercial prestige in the Far East, her resident merchants must cooperate actively with the English manufacturers at home, and the English steamship companies must be prepared to make some little sacrifices for a time, in order to meet the changed conditions brought about by the new competitors in the field. During the tour of this celebrated Englishman, there was a great deal said on political topics, and the "open door," and "sphere of influence" were exhaustively discussed; but I believe that the great benefit to be derived from Lord Charles Beresford's visit will be commercial, rather than political, and that the energetic stirring he gave to the lethargic waters of British trade will have a lasting effect. America has also had a commission on this coast, sent out by the Philadelphia Museum, which, while it worked in a quieter way, will be of immense advantage to our exporters. Its representatives made themselves as well acquainted as possible with the complex conditions of Asiatic trade, and returned to America with their minds filled with the needs of this coast, and with the general principles which govern trade relations here. If I may be permitted to make a compar-

ison between the trade operations of the English, Germans, and Americans, I would say that the Americans are less daring and less confident than the other two. The idea of even our largest manufacturers seems to be that they can commence on this coast in a small way and build up with the expectation that their ventures ought to pay from the start. There is only one way for American manufacturers to win their way here, and that is to thoroughly study the market, decide whether their goods are suitable, and then establish a house or agency large enough to command the respect of the great Chinese hongs and the consideration of the English and German firms that have been established here for years.

While I am not a merchant, I have been a student of trade conditions here for nearly nine years, and if I were asked to outline a plan of campaign for an American firm or an association of firms who are willing to spend a little money to test this market, it would be as follows: The firm should send a thoroughly competent business man, a gentleman who could meet gentlemen on an equal footing at clubs and at dinners. He should bring letters that would be received with respect by the heads of the big banks and the firms. A salaried commercial man or an employee would be of little value, as he would not be kindly received by the class of men that it would be in his interest to meet. There are certain requirements of the trade that are peculiar to this coast and to this climate, that would require his serious study and attention. I dwell upon this fact at some length in my annual trade report to the Department, dated October 20, 1898, which should be read in connection with these remarks. In addition, I will here call attention to a phase of the Chinese trade that does not seem to be thoroughly understood or appreciated. For example, we will admit that the American manufacturer has a class of goods that would be acceptable to the consumer on this coast—possibly it may be piece goods. He persists in shipping it here in lengths and with chops, or or trade-marks, that are suitable to American markets. The Chinese merchant refuses to accept such parcels, as they would "cut to waste" in the manufacture of Chinese clothes. The wide-awake American, who should be sent out to study the trade conditions, can adopt a trade-mark, or chop, which would be satisfactory, and further meet local views as to sizes and quantities. I do not mean that the Chinese are always fair in their objections. These are sometimes simply tricks to depress the market; still they must be met.

After the American firms have decided to enter this market, I would earnestly advise them to establish a big wholesale and retail emporium in Hongkong, the larger and more complete the better. It would have to be on modern lines, modeled to some extent upon our large establishments in the United States. If the store were made attractive, Chinese from all over the coast would flock in; and, as they never buy without first seeing the article, the advantage of such an arrangement would be immediate. Of course, this would require very large stocks to begin with, as selling to Chinamen by samples is impossible. As an instance of the classes of goods that would be salable in such an emporium, I might mention all kinds of cotton goods that are suitable to this climate; canned meats, fruits and vegetables, bottled beer, gunpowder, cheap lamps, bicycles, sewing machines, flour, kerosene, jewelry, engines and boilers for small steamboats, electric fans (direct current), wire rope, baled cotton (short staple), ship and roofing paint, abatus, and all kinds of ship chandlery. In addition to these and many other articles, this city would support, in connection with such an establishment, a first-class retail store for the benefit of Europeans, which should embrace dry goods, furnishing goods, stationery, music, fishing tackle, sporting arms, racing outfits, and all kinds of provisions, including fresh butter. A leading capitalist told me, a few days ago, that such an establishment would be a success from the start, and would be the means of introducing American goods to the Chinese market more rapidly than any number of letters or small consignments. It must be a distinctly "American store," run by intelligent men, who would be satisfied only with a very large volume of business. Further, my inform-

ant said that when the business had once been established on a permanent footing, it would be very easy to incorporate it into a limited-liability company, floating it entirely in Hongkong.

Within the last year, an American commission house has been established here—F. A. Blake & Son—which represents half a dozen or more California firms. It has met with gratifying success, and I hope may be the beginning of a larger enterprise. People are learning to appreciate American goods, and our manufacturers are finding out that they can compete in this market by sending over their surplus at a special export price. One of the leading architects here, writing to me on the subject of American competition, says:

"American manufacturers are, as you know, cutting into British and German trade here. In some tenders we received a few weeks ago for a large steel wharf, there was a difference of only £38 (\$320) between the lowest tender (British) and the next lowest (American)—the former being f.o.b. Liverpool; the latter, f.o.b. New York. Had the price been c.i.f. here, the American tender (Carnegie's) would have been the lowest, owing to freight being cheaper here from New York than from Liverpool. The wharf was let for about £7,500 (\$38,450)."

The new mills of the Hongkong Cotton Spinning, Weaving, and Dyeing Company, Limited, will be in operation within a few days. This is the first cotton mill erected in Hongkong. For the last two months, between 800 and 900 hands, mostly women and girls, have been learning the mysteries of spinning cotton. The mill is fitted up with the very latest machinery, made in Oldham, England. There will be about 50,000 spindles, of which 8,000 are already at work. It is understood here that they are preparing to erect a plant for a duplicate mill, and the representative of an American firm, who was here figuring upon the proposition, told me that he could outfit the new plant for \$150,000 less than they paid for the old one. As I have said in previous reports, this new industry will create a big demand for American "upland" cotton. The only thing that the promoters of this English industry fear is that mills will be established in Manila, which would only be possible if Chinese labour were admitted freely.

The exports from this colony to the United States are steadily increasing. The exports for the quarter ended March 31, 1899, amounted to \$1,565,810 gold, as against \$718,030 in the corresponding quarter of 1898. While the bulk of these exports are in Chinese goods, there are a few items that may be of general interest. For example, matting, \$39,330; rattan ware, \$21,990; hemp, \$133,490; rice, \$325,250; refined sugar, \$165,840; hard-wood furniture, \$24,185. In addition to these, sundry provisions were invoiced in this consulate for Manila, amounting to \$398,230. This last item is an object lesson in itself, as every article should have been sold by American firms.

ROUNSELLE WILDMAN,
Consul-General.

Hongkong, 31st July, 1899.

PERAK SUGAR CULTIVATION CO., LIMITED.

The fourteenth general annual meeting of shareholders of the above company was held at the company's offices, Shanghai, on the 7th November. Mr. W. V. Drummond presiding and there were present Messrs. F. Anderson, W. D. Little, (Directors), Leonard, Kerr (Secretary) White Cooper, J. Buchanan, A. E. Jones, A. W. Burkill, J. M. Young and others.

The CHAIRMAN said—The report which has been for some days in the shareholders' hands may I presume be taken as read. The period dealt with coincides with the report presented last year thus affording an opportunity for comparison between the two. While working expenditure shows a slight increase of about 3 per cent. the output of sugar exceeds by 14 per cent. and the total revenue by 20 per cent. over last year's figures, so that as a matter of fact we have been able to work more cheaply than before. The area cropped has been larger than any in the previous history of the company and it will be gratifying to shareholders to know that the return of sugar per acre on the Company's estate has this year been larger than that of

any other estates in the peninsula. This fact speaks well for the care and attention on the part of the manager and his staff, and the work accomplished by the factory without any serious hitch throughout the season fully justified the expense which has been incurred during the past few years in increasing the power of plant and in putting it in good working condition. The only work of importance during the year has been the erection of a new chimney, to which reference has been made in the report. It is constructed of iron plates and lined with fire bricks to the height of 25 feet. Besides being considerably cheaper than a brick chimney it has the further advantage of being much lighter, thus lessening the danger of sinking the foundation, to which a heavy building is liable in the kind of soil with which we have to deal. The new chimney is 50 feet higher than the old one and the improved draught resulting therefrom has already effected a great saving in the cost of firewood. At the same time it is possible to supply the factory with sufficient steam and have always one boiler not working thus giving an opportunity for regular overhaul and cleaning. Of the various working accounts it will be noticed that the launch expenses have been unusually heavy. This is due to extensive repairs which were found to be necessary when the launch was docked for its annual overhaul. Exchange account is an unusually large item compared with previous years which is accounted for by the fact that funds which were previously employed in liquidating the outstanding accounts and in paying for new machinery have this year been remitted to Shanghai at varying rates of exchange while the account with the agent are kept at a fixed rate. Interest is the only other item which differs largely from previous account, and it will be noted with satisfaction that it differs in the right direction. It may reasonably be hoped that next year this item will appear on the credit side of the working account. With regard to the new concession, it will be remembered that at the last annual meeting the shareholders confirmed the sale of an outlying block of about 1850 acres, and mention was made of a scheme which the Directors then hoped to be able to shortly submit to the shareholders for the development of the remaining portion of the property. Such a scheme, whatever form it might take, would necessitate the raising of new capital, and the Directors decided that it would be better to postpone any action in the matter until it was known what the result of the season's working would be. The Directors are now preparing a scheme which in the absence of some further details they regret they are unable to place before you to-day, but which will be made the subject of a special meeting of shareholders at an early date. In the meantime the work of clearing jungles and opening up the land is being proceeded with in an inexpensive way. A short history of the new concession, as it is called, may be interesting to the shareholders. A concession of 5,600 acres was in 1894 offered to this company and the Directors agreed to take it over for \$1,000. The land was reported as being excellent for sugar cultivation. It adjoins the company's estate, and is situated on the banks of the Gula Kalumpung Canal, the rights over which the Directors were anxious to acquire as being a means of supplying the estate with fresh water from the Kuran river. The acquisition of the property also secures the company against the formation of a rival estate situated on its borders which might seriously complicate the estate's labour question. Between 1894 and the present time a sum of slightly over £12,000 has been spent in quit rents, survey fees, clearing jungle and opening up of the land, and against this outlay we have received £7,300 for about one third of the property, an outlying block on which nothing had been spent and which the company would not have been able to utilise for several years, if at all. As you will see from the accounts, the sum of £12,482.89 now stands as an asset in the balance sheet, representing a property of 3,500 acres of which about 800 acres have been cleared of jungle. 23 acres planted with canes. 21,500 feet of drainage navigation and boundary canal and over 10,000 feet of drain have been dug, a small bungalow for the foreign overseer and buildings, sufficient for the accommodation of

250 coolies have been erected. An area of about 100 acres is reserved for cultivation of rubber, a little more than two acres being already planted with rubber trees. The outlay on this experiment is trifling and spread over a period of six years, during which the trees are unproductive. By the end of six years the expenditure practically ceases and the trees should begin to bear providing in the first year a revenue which should more than reimburse all previous outlay and which will increase thereafter year by year. This kind of rubber has already been planted with some success in the Straits, the product finds a ready market, and the uses to which rubber is put are increasing every year and appear likely to go on increasing. The Directors have every reason to believe that this venture will give very profitable results in the future. It is customary on this occasion to say a few words as to the prospect for the coming year. As you will see from the report, we have again slightly increased the area under cane. The latest reports from the estate are that the cultivation has never looked better at this time of year than it does at present, the weather during the past few months having been very favourable to the young canes. In an agricultural enterprise such as this it is of course impossible to foresee what the results of the next nine or ten months may be, but given ordinary conditions of weather there is no reason why the output for the season just commencing should not be at least as large as that of the season just closed. You will notice that the whole crop has been sold under forward contracts at an average net price of \$6.25 per picul, which is 25 cents better than last year's price. With regard to the division of profit, the setting aside of the sum of £12,350 to form a nucleus of a reserve fund will no doubt command itself to the shareholders as a wise step. Although the Company is now in prospectus times both in the production of sugar and in the price which it has been able to obtain, it must not be forgotten that it has been an up-hill fight for several years and that bad years may come again. The great drawback in the past has been the absence of a reserve fund with which to tide over bad years. It is not intended to invest this fund in the company's business, but to invest it in safe securities negotiable in case of need. The Directors have followed the usual custom of writing down the plant, building, etc., by 10 per cent. of their book value, and considering the nature of the plant and the work it has to do this amount could not be considered excessive. Finally, the Directors recommend a final dividend of 7½ per cent., absorbing £18,750, which with the interim dividend of 5 per cent., £12,500, dividend last April, makes a total for the year of 12½ per cent., or £31,250, which they hope may be considered satisfactory. These are all the observations I have to make and I shall be pleased to furnish any information which any shareholders may wish to ask for, before submitting the first resolution.

No questions being asked, the chairman begged to propose that the report and accounts as presented be passed.

Mr. F. Anderson seconded. Carried.

The Chairman then proposed that the final dividend at the rate of £3.75 per share, making a total of £12,350, be declared, payable on the 8th November.

Mr. Little seconded. Carried.

Mr. Burkill proposed that Mr. F. Anderson's appointment to the Board be confirmed.

Mr. White-Copper seconded. Carried.

Mr. Young moved that Mr. J. H. McMichael be reappointed a director of the company.

Mr. Buchanan seconded. Carried.

Mr. Buchanan moved that Mr. G. B. Wingrove be re-elected auditor at a remuneration of £200 per annum.

Mr. Jamieson seconded. Carried.

The Chairman proposed that the next annual meeting of the company be held in November 1900.

Mr. Jones seconded. Carried.

The meeting concluded with a vote of thanks to the directors, the manager of the estate, and the staff generally, which the chairman suitably acknowledged.—*Mercury*.

The appointment of Dr. J. H. Swan to be a supernumerary Surgeon Lieutenant in the Hongkong Volunteer Corps is gazetted.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SUPPRESSION OF PIRACY BY THE CHINESE AUTHORITIES.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I note in your issue of to-day that you publish the translation of a notification issued by the Chinese officials intended for killing two birds with one stone; it is truly a most ingenious and inglorious document.

The aforesaid document opens out with the information that piracy on the North, West, and East Rivers and their deltas is solely due to the disobedience, by the launch owners,—who by the way are striving to develop trade, which it is to their interest to do—of the orders of the Viceroy and the Commissioner of Customs, and it then proceeds to formulate rules by which each launch is to at its own expense, supply four customs and lekin officials, by the aid of whom the foreign and native trade of the Southern Provinces is, under the pretence of searching for arms and the suppression of piracy, to be effectually squeezed to its utmost limit and the responsibility of maintaining order shifted from the shoulders of the proper persons, the officials, to those of the merchants and traders. No wonder the traders protest and feel the full force of the adage "Save us from our friends."

That those foreigners who are in receipt of enormous salaries from the Chinese Government and are interested in preserving the present order of affairs, i.e. rampant piracy and disorder, rather than call in the control of the British Government, are found to formulate specious excuses for the failure of the Chinese Authorities to maintain order, is not altogether strange, for they but exhibit a common form of human nature. You have dealt with their excuses in your leading article and showed their hollowness.

There is, however, a phase of the piracy you record, the holding up of salt junks for ransom, which you have not dealt with editorially and on which, with your permission, I will say a word.

The salt gabelle all over China is a perquisite of the Imperial Clan and all the Salt Commissioners are Imperial Clansmen, as well as are many of the subordinate officials in that department. Hence in holding up salt junks, carrying government salt, for ransom, the pirates show that they dare to and are able to levy blackmail on the Government itself. The proclamation you publish a translation of shows the impotence of the Government in dealing with the forces of disorder, yet at this inopportune moment the British Government at the requisition of the Peking Authorities hand over the Shamohun district, bordering on this colony, to those forces of disorder rampant everywhere in the districts beyond the control of our own military and police. We may, surely, expect this foolish step to be followed, ere long, by the recrudescence of armed robbery within the colony itself, and our own police authorities will have, thus, extra work thrown upon them, for which those responsible for the retrocession of the Shamohun district will be solely to blame.

OBSERVER.

Hongkong, 13th November, 1899.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—With reference to your recent somewhat denunciatory article upon piracy and the means taken for its suppression, you seem to have overlooked one point in favour of the Chinese, viz. that their way of doing things is not ours. The tendency in the West to-day is to save people the trouble of doing everything for themselves, even to the rearing of their own children, whereas, in China they are generally able to take care of themselves. Is there a bridge to be built, or a road to be made, it is the people who must themselves set about the work, which they generally accomplish far better, perhaps, than any government could do it for them. And, as most of us know, even such an important undertaking as the postal services have been successfully run in China for centuries by the people themselves. I could point out many other instances of the same thing, but the above are sufficient

for my purpose, which is to show that it is somewhat foolish to judge of Chinese methods from Western standpoints. Whether it is better for a people to learn to depend upon themselves or to look to others for support is a question upon which opinions may differ; but certain it is that Chinese methods are best suited to Chinese people.

The increase of brigandage of late years in the province is of course to be deplored, but increase of taxation due to foreign loans, etc., may account in part for it.—Yours truly,
SELF HELP.

Hongkong, 15th November, 1899.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to "Observer's" letter in your issue of the 14th, whilst fully admitting the increase of brigandage of late years in these provinces I am inclined to think that he is himself suffering from a "common form of human nature" by somewhat exaggerating matters. If an outsider were to read some of the language applied to the present state of things, he might be led to suppose that anarchy and chaos reigned supreme, and that all trade was at a standstill. He would be rather astonished if he visited Canton and saw the myriads of launches and native craft crammed with passengers and cargo from all parts of the country, and he would probably arrive at the conclusion that things are not perhaps quite so bad as they are often times painted.

Most of us, I suppose, recollect the story quoted by Spencer, of the Irish Catholic who asserted that to his certain knowledge two millions of men, women, and children had died in the great famine of 1846; and how when the matter was mentioned to a distinguished Dublin protestant lawyer, his grey eyes lighted up and he replied, "Did he say two millions, now; did he? Why there were not a thousand died—there were not five hundred." The correct number was about 200,000! This was a case of political bias, from which I am afraid some of us in China suffer, especially when it involves profit and loss. I was only recently myself speaking to a man who has traded locally for many years upon this piracy question, and he waxed very wroth because he had been recently robbed of a few packages of goods. Upon interrogation I elicited the fact that he had been trading in China for over twenty years, and that this was the first time that he had lost anything. Putting his profit at \$50,000, his loss was probably about \$10, yet he seemed to think that nothing short of the conquest of China and the annihilation of the whole Chinese race would compensate him or set things right.

As to the measures taken to suppress the piracy on the water, they seem to me to be perfectly wise and perfectly just. What more right and proper than that they who are chiefly interested should bear the burden? Surely the failure of the measures already adopted should be sufficient to convince all save those who do not wish to be convinced of the futility of the ordinary precautions. British gunboats, or a British gunboat, has been patrolling for months, and how many pirates have been captured? Not any, so far as I am aware. And if there were half-a-dozen gunboats, instead of one, the result would probably be the same, as, like the proverbial policeman, they would always be on the wrong spot when wanted or arrive too late upon the scene of action. How are they to detect pirates who board vessels in the guise of honest people?

As to observer's remark about the "enormous" salaries of certain officials, he must not forget that where officials draw their hundreds, traders extract their thousands, ay! and their tens of thousands from a country.—Yours, etc.,
SKIPPER.

Hongkong, 15th November, 1899.

The *Manila Times* says:—The *Retriever* affair is now cleared up and satisfactorily explained. She came here to be transferred to the Q.M.D., and it appears that a deed of transfer from the Hongkong Harbour Master's office was needed and had not been obtained. That is why Mr. Brown, owner of the *Retriever*, went back suddenly to Hongkong, and there was no reason whatever to infer that his departure had any other significance. The surmises about filibustering, etc., are all unfounded, and it is due to Mr. Brown to put the story right.

WRECK OF A COAL HULK AT KIAOCHAU.

The *Ostasiatische Lloyd* of the 4th instant has the following official notice:—

"On the 15th of October the coal hulk *Tagus* stranded in the vicinity of Bay rock and sank in 7 fathoms, 0.8 mile S.S.E. of the same. The following are the bearings:

Beacon upon

Huangtan bears ... N.W. by N. $\frac{1}{2}$ N.

Yunnisan bears ... N.E. $\frac{1}{2}$ N.

Cape Evelyn bears E. by S. $\frac{1}{2}$ S.

The wreck is in an upright position; at low tide half of the masts and six feet of the funnel are above water, whilst at high tide only the masts are visible." The *Tagus* is a steamer of 1,912 tons (gross) built by the London and Glasgow Shipbuilding Co. in 1868 to the order of the Mercantile Steamship Co. London. London. She came out to the East about two years ago with a cargo of coal consigned to Messrs. Diederichsen & Co. and has been employed as a hulk ever since.

THE CHINESE GOVERNMENT AND THE REPORTED ITALIAN DESIGNS.

The Central Government having, according to a Peking official wire, received information that the Italian squadron in China intends, in view of reinforcements that are arriving, to make a descent on the Chekiang coast, has sent urgent instructions to Baron Li Kuang-chin, formerly Taotai of Shanghai and now Provincial Judge of Chekiang, and Generalissimo of the forces of that province, to concentrate all his men at Ningpo and Taichow, and to make the former city his headquarters so as to be in a central position, in case of eventualities. It is also stated in mandarin circles at Shanghai that accurate information has been received of the intended movements of the Italian squadron and that the Central Government is preparing for all contingencies.—*N. C. Daily News*.

ICHANG.

The Ichang correspondent of the *China Gazette* says:—This far away port up the Yangtze, 1,000 miles from Shanghai, is expanding on all sides. Land which a year ago could be bought for a few hundreds of taels now commands thousands, and in many instances owners hold for higher prices, refusing present rates. The Japanese Mail Company have bought up a large priced property between the China Merchants and the Customs. The old oil factory has gone to Messrs. Butterfield & Swire at a very high figure. The Standard Oil Co. of New York have bought a large tract of ground towards the Pagoda and their godowns are in course of erection. A commodious godown is now finished on the old Consulate garden, belonging to A. Little & Co.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."] News has been received that some five hundred bad characters have assembled in a mountain on the boundary between Samui, Ku-Lu, and Kuming districts to demand blackmail from the different shops and the junks passing there, each of which is required to pay them a certain sum every month. They also issue forth in large bands to commit crimes of every description in broad day-light. Their number is daily increasing, for they invite all bad characters to join them. Their leaders are Li, Ngan, and An Im, and they have appointed a day in the twelfth moon to raise the flag of rebellion. Beside this, there are at present three other bands of notorious robbers, the Fa-an brigands, under the leader Tong Chan; the Shunach brigands, under the leader Lan Sou; and the Sal-chin brigands, under the leaders An San and Fe Tsan-hoi. Nearly all the recent robberies committed on land or water were committed by one or other of these bands. Report after report has been made by the gentry and the local mandarins to the old Viceroy, who, however, has so far made no attempts whatever to cope with the brigands.

An Imperial decree was issued on the 5th instant in response to a memorial presented to the Throne by Kang Yi, the High Commissioner. The memorial was to the effect that by a scheme formulated by Kang Yi for the modification of the regulation relating to the salt tax, the lekin tax, and the abolition of some useless posts, the Government will receive a revenue of 1,600,000 taels annually more than the amount formerly collected in the province of Kwangtung. As Kang Yi reports that the new regulations in no way aim at squeezing the people, who need not pay a single cent more than they have been used to pay, the Viceroy and the Governor are enjoined to watch their subordinate officers carefully, not allowing them to make any squeeze from the merchants. The sum paid in advance by the merchants should be deposited during the tenth moon in the Government Treasury and be subject to the orders of the Board of Revenue.

The merchants of the seventy-two guilds went to see the Viceroy and the Governor the other day to consider the question of imposing a shop tax as a substitute for the lekin taxes. The Viceroy and the Governor want the merchants to find some rich representatives, to be responsible to pay the 4,000,000 taels annually. The merchants replied that it is very difficult, but they are willing to pay 1,000,000 taels in advance.

HONGKONG.

There were 1,884 visitors to the City Hall Museum last week, of whom 188 were Europeans. The maximum temperature last month was 86.4, on the 15th, and the minimum 65.9, on the 24th. The mean for the month was 74.8. The rainfall amounted to 0.875 in.

After the close of the evening service at St. John's Cathedral on Sunday a very fine violin and organ recital was given by Professor Heyman and Mr. A. G. Ward, the organist. The recital was much enjoyed by the large congregation.

At the Magistracy on Monday a Chinaman was committed for trial for attempting to pass counterfeit money. He went into a shop in Hollywood Road on Sunday and tendered some counterfeit coin in payment for some plush and velvet. The shopman refused the money and said he would call the Police. Defendant, becoming alarmed, paid for his purchases with a \$5 note. The shopman handed him back the counterfeit money, but observing his customer had more bad coin in his possession he called an Indian constable and handed the man over to his custody. He was found to be in possession of 88 ten cent pieces and four 20 cent pieces, all counterfeit.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, as certified by the Managers of the respective Banks, are published:—

Banks.	Average amount.	Specie in reserve.
Chartered Bank of India, Australia and China,	\$2,966,243	\$1,500,000
Hongkong and Shanghai Banking Corporation	6,779,418	5,000,000
National Bank of China, Limited,	442,294	150,000
Total	\$10,187,955	\$6,650,000

A return laid on the table of the Legislative Council on Monday, in reply to a question by the Hon. T. H. Whitehead, shows that in 1896 the number of first-class private paying patients who made use of the Government Civil Hospital was 28, the number of days they occupied the hospital 375, and the money received \$1,876. In 1897, the number of patients was 21, the number of days 189, and the money received \$945. In 1898 the number of patients was 37, the number of days 485, and the money received \$2,917. Of Government servants the numbers were in 1896, 42; in 1897, 32; and in 1898, 21; the number of days being in 1896, 634; 1897, 510; and in 1898, 345; and the amount of money received in 1896, \$265, in 1897, \$521; and in 1898, \$518. The return does not show the number of second-class patients.

H.M.S. *Centurion* and H.M.S. *Alacrity* arrived on Saturday afternoon.

It is notified in the *Gazette* that Mr. Max Kutschera has resumed his duties as Consul for Austria-Hungary.

A proclamation is published in the *Gazette* prohibiting the export of arms for a further period of four months from the 28th November.

The only cases of communicable disease reported last week were one of diphtheria (fatal) and one of enteric fever in the harbour.

Although on Tuesday night the conditions did not appear promising for astronomical observations vigilant watchers who sat up in hopes of seeing the predicted shower of shooting stars were not disappointed. The shower, we are told commenced at five minutes past four on Wednesday morning and was a very brilliant spectacle.

At a regular meeting of the Ararat Lodge of Royal Ark Mariners held on 10th inst., Wm. C. N. J. Bryant invested the following officers for the ensuing year:—Bro. King, J.; Bro. Lochead, S.; Bro. Wolfe, Sec.; Bro. Wheal, Treas.; Bro. Wooley, D.C.; Bro. Sayer, S.D.; Bro. Bryant, J.D.; Bro. Harker, G.; Bro. Grimbale, Steward; Bro. Maxwell, Tyler.

Another highway robbery on Shankiwan Road has been reported to the police. At about six o'clock on the night of the 10th inst a Chinaman was passing below North Point when he was attacked by three men, who knocked him down and robbed him of \$4.50 and a basket of fish, subsequently escaping up the hillside. The occurrence was reported to the Police at Wan-chai, but as the man could give no description of his assailants the Police had nothing to go upon.

A daring case of purse-snatching was reported to the police on Sunday evening. Three German sailors alighted from rickshas in Queen's Road Central at the end of Graham Street, and one of them took out his purse to pay the coolies. While he held the purse in his hand a Chinaman who came up behind snatched it from him and decamped. The sailor followed, and when he saw that he was caught the thief threw the purse through a window, where it was subsequently found. He was caught in Pottin-ger Street and taken to the Central Police Station. On Monday he was brought up at the Magistracy and sentenced to six weeks' hard labour.

As the result of a row between coolies on Monday night two men appeared at the Magistracy on Tuesday morning to give evidence against another who was charged with cutting and wounding. It appeared that prisoner had gone to the house of one of the complainants, some four or five other men being with him, and asked him to come out to fight, and on the man going into the street he struck him over the right cheek bone with a chopper, afterwards cutting him twice on the wrist as he was holding up his arm to ward off the blow. On the other complainant interfering prisoner struck him over the breast with the chopper. The chopper was produced in court and was covered with blood. Prisoner was given in charge of a European constable and taken to the Central Police Station. He was fined \$20 or a month for the first assault and \$5 for the second.

A variety concert was given in the Theatre Royal on Wednesday. A capital programme had been prepared. The items included songs by Messrs. G. Lammert, R. J. Bentley, J. McCann, Terrill, Pearce, J. H. Oxberry, O. Crispin, A. M. Gale, Corporal Simmers, R. E. Armist. Sergt. Viggers, A.C.D., Sergt. Meph-am, R.A., Sergt. Howell, B.W.F., Corporal Welch, R.E., Sergt. Ward, R.A.M.C., and Corporal Eveleigh, R.E. Mr. Harry Franklin entertained the audience with sleight of hand; Mr. Wiltshire gave a banjo solo, and Mr. Yarwood a stump speech. The accompanists were Mr. A. G. Ward, Sergt. Meph-am, R.A., and Sapper Long, R.E. The Royal Engineers' Variety Club contributed the farce "The Handy Man," the different characters being represented as follows:—Lieut. Goldsworthy, Sapr. Tisdale, R.E.; Simon Wilfred, Sapr. Wilmshurst, R.E.; Dr. Hookall, Sergt. Ward, R.A.M.C.; Lawyer Grippe, Corpl. Meech, R.E.; "Buttons," Sapr. Elliott, R.E.; Miss Marie Maydun, Sapr. Housley, R.E.; Nora, Sapr. Booty, R.E. The Band of the Hongkong Regiment was also in attendance.

The stamp revenue last month amounted to \$39,088, being an increase of \$12,154 on the amount collected in the corresponding month last year.

MISCELLANEOUS.

A Tokyo Press despatch of the 4th November states that a telegram has reached the Government announcing that the P.M.S.S. Company and the other Companies have agreed to raise the freight on goods for the Orient by 30 per cent., but the rate for raw cotton remains unchanged.

The *China Gazette* of 6th November says:—We are sorry to learn that a good deal of bad blood exists between a section of German and British men-o-war-men here, on account of the Boer trouble, and a serious fracas in the Yangking-pang was fortunately only averted in time last night. It might have arisen through the news of the British successes in the Transvaal, published in these columns on Saturday night, but it is difficult to associate Germany with Boer tactics. It is to be hoped that the naval authorities will prevent any untimely meeting between the disputants till the present touchy feeling cools down.

COMMERCIAL.

SILK.

SHANGHAI, 11th November.—(From Messrs. A. R. Burkill & Sons' Circular).—The Home markets are firmer, Blue Elephants quoted in London at 18/4. Raw Silk.—The market is very firm and shows another rise, Exchange has risen 2½ per cent. since our last circular, and thus considerably increases the laying down costs. Settlements this week are some 1,000 bales. Yellow Silk.—About 300 bales have been done at steady rates. Arrivals, as per Customs Returns, November 4th to 10th, are: 1,711 bales White; 440 bales Yellow and 88 bales Wild Silks, Ne-Bels and Hand Filatures.—A large business has taken place again this week for America, and prices show a further advance. Purchases have also been made for the Continent, and settlements for the two markets are fully 600/700 bales. Steam Filatures are still in strong demand, and very high rates have been paid for fine sizes. Bales to America, 277,0. The Export of Steam Filatures to date is: 2,769 bales to America, 2,770 bales to the Continent, 48 bales to London, and 16 bales to various Ports. Will Silk.—A strong demand has sprung up for Filatures for the American markets, and settlements amount to some 250 bales. About 200 bales 'Tussah' Raws have changed hands. Waste Silk.—Market bare of stocks, about 300 piculs Long Shantung B (whole bales) have been taken at 11s. 35.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900	1898-9
	bales.	bales.
Shanghai	51,866	32,926
Canton	18,867	17,297
Yokohama	130,85	9,389
	83,768	59,612

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900	1898-9
	bales.	bales.
Shanghai	6,718	3,035
Canton	5,975	6,329
Yokohama	15,497	9,198
	27,190	18,562

CAMPOR.

HONGKONG, 17th November.—The firmness last reported has not been maintained and prices are now rather lower. Quotations for Formosa are \$72.00 to \$72.50 sales 250 piculs.

SUGAR.

HONGKONG, 17th November.—Prices have further declined under the influence of large arrivals. Quotations are:—

Shanghai, No. 1, White...	\$8.55 to \$8.60	per
do. 2, White...	7.80 to 7.85	"
Shanghai, No. 1, Brown...	5.75 to 5.80	"
do. 2, Brown...	5.60 to 5.65	"
Swatow, No. 1, White...	8.45 to 8.50	"
do. 1, White...	7.70 to 7.75	"

Swatow, No. 1, Brown... 5.60 to 5.65 pcl.
do. " 2, Brown... 5.45 to 5.50 "
Fochow Sugar Candy... 12.40 to 12.45 "
Shekloong... 11.35 to 11.40 "

MISCELLANEOUS EXPORTS.

Per steamer *Argyll*, sailed on the 29th Oct.
For New York:—574 packages tea, 150 c'ds
nut oil, 100 bags flour, 40 cases bristles, 20 cases
human hair, 99 bales bales canes, 28 cases
China ware, 21 cases blackwoodware, 63 packages
cassia, 25 cases China soy, 2,784 packages
merchandise.

Per steamer *Orestes*, sailed on the 1st Nov.
For London:—3,775 boxes tea (79,275 lbs. So.,
caper, 146 boxes tea 3,066 lbs. So. Or., Pekoe,
232 boxes tea 4,872 lbs. oongou, 4,968 boxes
tea particulars unknown), 55 cases tallow, 200
cases and 2,329 cases preserves, 78 cases China-
ware, 37 cases blackwoodware, 43 cases palm leaf
fans, 34 cases cigars, 40 meatextract, 3 cases
partridge canes, 10 cases iron glasks, 76 cases
indigo 71 cases and 14 bags shells, 10 copra, 2
boxes bristles, 3 boxes 165 bales feathers, 150
bales waste silk, 20 rolls mats, and 40 packages
sundries. For Liverpool:—11 packages gin-
ger. For Glasgow:—25 cases and 100 cases
preserves and 2 cases blackwoodware. For
London option Manchester:—65 bales waste
silk. For London option Glasgow:—100 cases
ginger. For London option Hamburg:—250
cases preserves. For London option Antwerp
option Hamburg:—200 cases cassia and 20
cases bristles. For Antwerp:—296 bales split
bamboo. For Hamburg:—25 bales canes, 50
cases staranised, 12 cases bristles and 7 cases
shell. For Havre:—2 cases shell and 450 bales
split bamboo. For New York:—20 cassia oil.

Per German steamer *Bayern*, sailed on the
8th November. For Singapore:—1 case silver-
ware. For Colombo:—3,560 bags flour and 1
case joss sticks. For Trieste:—34 bales pierced
coccons and 24 cases tea. For Genoa:—100
bales waste silk, 15 bales raw silk, 1 case black-
woodware, 1 box tea. For Antwerp:—185 bales
feathers, 71 rolls matting, 48 bales rattancore,
27 cases Chinaware, 8 cases sundries, and 5 bales
leaf tobacco. For Antwerp and/or Hamburg:—
50 cases bristles. For Kiel:—4 cases tea. For
Amsterdam:—200 cases ginger, 181 rolls mat-
ting, 36 cases Chinaware, 10 cases tea stick, and
6 cases sundries. For Amsterdam and/or Rot-
terdam:—100 boxes ginger, 50 boxes and 50
bales cassia, and 10 cases ginger. For Rotter-
dam:—300 cases preserves, 11 cases tea sticks, and
4 cases Chinaware. For Bremerhaven:—14
cases Chinaware and 1 case earthenware. For
Buenos Ayres:—1 case cloth. For Balti-
more:—2 cases Chinaware. For Bremen:—70
rolls matting, 24 cases sundries, 8 cases preserves,
and 4 cases bamboo baskets. For Bremen and/or
Hamburg:—25 cases preserves. For Ham-
burg:—477 bales feathers, 215 boxes tea, 147
rolls matting, 10 cases China paper, 7 packages
tea, 5 cases bristles, 3 cases sundries, and 1 case
silks.

Per P. & O. steamer *Chusan*, sailed on the
11th November. For London:—66 bales raw
silk, 1 case silk piece goods, 6 case feathers, and
1 case effects. For Lyons:—340 bales raw silk.
For Milan:—5 bales raw silk. For Marseil-
les:—2 cases silks and 205 bales raw silk.

OPIUM.

HONGKONG, 17th November.—Bengal.—There
has been a fall in prices during the interval, and
at the close of the week there has been a fair
amount of business done. Closing quotations are,
New Patna \$890, New Benares \$860.

Malwa.—Prices for this drug have undergone a
considerable advance owing to a brisk demand.
The following are current rates:—

New \$890 with all'cs. from — to 2 catties.
Old \$900 " " " " " " " " " " " "

Persian.—There has been very little doing in
this drug. Quotations close at \$820 for Oily and
\$850 to \$880 for paper-wrapped according to
quality.

To-day's stocks are estimated as follows:—

New Patna..... 660 chests.
New Benares..... 244 "
Malwa..... 780 "
Persian..... 1180 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.						
Nov. 11	900	—	87½	—	890	900
Nov. 12	897½	—	870	—	890	900
Nov. 13	895	—	865	—	890	900
Nov. 14	895	—	865	—	890	900
Nov. 15	892½	—	862½	—	890	900
Nov. 16	890	—	860	—	890	900
Nov. 17	890	—	860	—	890	900

RICE.

HONGKONG, 17th November.—A brisk demand
has been experienced and prices are higher. Quo-
tations are:—

Suigon, Ordinary.....\$2.65 to 2.70
" Round, Good quality 3.00 to 3.05
" Long 3.35 to 3.40
Siam, Field, mill cleaned, No. 2 ... 3.10 to 3.15
" Garden, " No. 1 ... 3.40 to 3.45
" White 3.80 to 3.85
" Fine Cargo..... 4.08 to 4.13

MISCELLANEOUS IMPORTS.

SHANGHAI 11th Nov.—(From Messrs. Noel,
Murray & Co.'s Piece Goods Trade Report)
Piece Goods.—If not the actual cause of the
present depression in this trade the stringency
in the money market is certainly being credited
with it to a great extent. The financial economy
of this large trading centre appears to have got
out of hand again, the coffers of the Banks have
been drained just at a critical moment, and busi-
ness is strangled through the lack of ordinary
banking facilities. In order to replenish their
treasuries the drawing rate of the Foreign Banks
for immediate transactions now off red is abnor-
mally high and considerably above the parity of
Silver, the rise during the interval being nearly
2½ per cent. Native interest is above the equiva-
lent of 22 per cent. per annum at the present
moment, but is subject to violent fluctuations and
has been as high as 31 per cent. Under these
circumstances it is not surprising that Native
operators are taking advantage of this state of
things and withholding the Funds sent here for
the purchase of goods and Yarn, the Szechuen
men alone having five lacs of taels that were
intended for investment in that way now lying at
interest in the Native Banks. Beyond a few
resales, which holders were enable 1 to make on
slightly more favorable terms owing to the rise in
exchange, there has been but little done. Im-
porters for the most part scorning to look at the
lower prices offered to them. The news of flight falls
of rain in the Tientsin district has not had a very re-
assuring effect, as it is feared they have come too
late to do any good, and buyers are consequently
still holding aloof. Latest advices from New-
chwang say the port is not likely to close before
the 25th inst. from present appearances, but it is
more than doubtful whether the steamers will
risk going up after the coming week. Those on
the berth at present are getting lull cargoes, of
American goods and Yarn chiefly. Chefoo is
exceedingly dull but Ningpo is improving, if a
demand for a fair quantity of 11-ls. Shirtings
can be considered an improvement. The River
markets are quiet, so far as private sales are
concerned, but are probably taking their shares
of Auction purchases, which would account for
the steady prices paid in most cases this week.
There is some enquiry for Korea and a small
business has gone through at better prices,
but the gold exchange is rather more unfav-
ourable a present. The Yarn market is dull
and drooping, the few transactions reported
showing much weaker prices, but Importers
for the most part are strong holders. Local Yarns
are neglected. Native Cotton is little firmer.

MEXICO 18th November (From Messrs. Alex.
Bielfeld & Co.'s Report)—The past week has seen
but little new business put through. The de-
mand from the consuming districts has slackened
down, while the war in South Africa and the
disquieting rumours of private ring being possible
has not had a favourable effect on freights. Con-
tinental markets have shown a slight tendency to
harden owing to British reverse in the Trans-
vaal. This, however will probably not continue.
In Metals there has not been much closed, though
all business shows an inclination to meet home
demands more nearly. The stocks on hand must
be getting fairly well worked off, so we may rea-
sonably expect this tendency to become more
marked week by week. In some of the transac-
tions noted below this is very evident, although
in the case of wire nails at 11s. 3d, the latest
home quotations, 12s. and over, is still not touched.
The following contracts reported during the week,

include some items which were closed a fortnight
ago, but kept quiet:— 600 cases Corrugated Iron,
28 gauge, \$175/- c. i. f.; 340 cases Plain Iron,
26/28 gauge \$175/- c. i. f.; 300 cases Wire
Nails, 1 cwt. each 11s. 3d. spot; 150 bales Corru-
gated Iron, 24 gauge \$215-12/6 c. i. f.; 120 cases
Sheet Zinc 2/12 \$229-5/- c. i. f.; 100 tons Bar Iron
Tls. 4:50 to arrive; 50 tons L. B. lead Tls. 7.95
spot; 150 tons Glasgow Horsehoes 107s.6d. c. i. f.;
100 tons Steel Plate Cuttings 117/6 c. i. f.;
and 100 tons Bale Hoops 110/- c. i. f. c.

EXCHANGE.

FRIDAY, 17th November.

ON LONDON.—

Telegraphic Transfer 1/11½
Bank Bills, on demand 1/11½
Bank Bills, at 30 days' sight 1/11½
Bank Bills, at 4 months' sight 1/11½
Credits, at 4 months' sight 1/11½
Documentary Bills, 4 months' sight 2

ON PARIS.—

Bank Bills, on demand 2.45½
Credits, at 4 months' sight 2.50½

ON GERMANY.—

On demand 1.99

ON NEW YORK.—

Bank Bills, on demand 47½
Credits, 60 days' sight 48½

ON BOMBAY.—

Telegraphic Transfer 144½
Bank, on demand 144½

ON CALCUTTA.—

Telegraphic Transfer 144½
Bank, on demand 144½

ON SHANGHAI.—

Bank, at sight 71½
Private, 30 days' sight 72½

ON YOKOHAMA.—

On demand 4½ % pm.

ON MANILA.—

On demand 2 % pm.

ON SINGAPORE.—

On demand 4 % pm.

SOVEREIGNS, Bank's Buying Rate 10.24

GOLD LEAF, 100 fine per tael 52.60

JOINT STOCK SHARES.

HONGKONG, 17th November.—The market
has shown a slight improvement and business
has been a little more brisk during the week.
Rates have continued steady, but without any
material changes.

BANKS.—Hongkong and Shanghai have
ruled steady with small sales between 347 and
349 per cent. prem. for cash and at 365/367 for
February. Market closes with sellers at 349.
Nationals are steady at quotation with a small
business.

MARINE INSURANCES.—China Traders have
found buyers at \$59 and Unions at \$242, both
closing steady. Cantons continue quiet without
business. Straits weak with small sales. In the
absence of local business the quotations of the
northern stocks are taken from last Shanghai
circulars.

FIRE INSURANCES.—Hongkongs have con-
tinued on offer at \$330 without finding buyers
and at time of closing sales are reported at
\$327½. Chinas are enquired for in a small way
at \$8½ and at equivalent rates forward.

SHIPPING.—Hongkong, Canton and Macao
have ruled very steady with sales at \$29 and
close with buyers at that rate. Indos have
improved to \$82 after sales at \$80 and \$-1.
Douglases continue dull with no business at
quotation. China Mutuals and China Vianilas
also remain out of the market, but the former
stock is enquired for at quotations.

REFINERIES.—China Sugars unchanged and
without business. Luzons have been placed at
quotations.

MINING.—Panjoms have ruled very quiet
with small sales at \$9 and \$9½. Charbonnages
have again changed hands at \$300, and remain
in demand at that rate. Queens have declined to
40c. without sales. Jebebus have been dealt in
to a small extent at quotations, also Olivers A's
and Bs. Raubs have ruled much weaker with sellers
at \$61 and no buyers. Great Easterns have also
ruled quiet and weak with sales from \$1.50 to \$0c.

DOCKS, WHARVES, AND GODOWNS.—Hong-
kong and Whampoa Docks have improved to
527½ per cent. prem., but shares are obtainable
at that rate, after sales. Kowloon Wharves
continue dull and out of favour with sales and
sellers at \$57. Wanchais are still enquired for
at \$45 and Amoy Locks at \$19.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have ruled firmer with a fair business from \$111 to \$113 for cash and at \$114 for December 31st; market closes rather quieter at \$112½. Hotels improved to \$125 after fair sales at \$123 and \$124 for cash, \$127 for December, and \$130 to \$131 for March; market closes quieter with sellers at \$124 and at equivalent rates on time. West Points and Humphreys continue unchanged and without business. The management of the latter propose to issue the whole of the authorized capital, i.e. \$450,000, to meet the requirements of an extending business.

COTTON MILLS.—Hongkong remain unchanged and without business. Quotations for Shanghai Mills are taken from the last Northern circulars.

MISCELLANEOUS.—Green Islands have declined to \$28 with small sales. Watsons have been placed in fair lots at \$16.25. Electric have sellers at \$10½ with no sales reported. Ices have changed hands at \$125 and China Providents at \$9½. Campbell and Moores are wanted at quotation.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		(\$581½ sellers)
Hongkong & Shanghai	\$125	349 p. ct. prem. =
China & Japan, ord.	\$24	\$1.
Do. deferred	\$1	\$5 5s.
Natl. Bank of China		
B. Shares	\$8	\$9. buyers
Foun. Shares	\$8	\$2½ buyers
Bell's Asbestos E. A.	\$1	nominal
Campbell, Moore & Co.	\$10	\$14 buyers
China Prov. L. & M.	\$10	\$9½ sellers
China Sugar	\$100	\$120 buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 68 buyers
International	Tls. 100	Tls. 65 buyers
Laon Kung Mow	Tls. 100	Tls. 77.
Soychee	Tls. 500	Tls. 350 buyers
Yahloong	Tls. 100	Tls. 58
Hongkong	\$100	\$1½ sellers
Dairy Farm	\$6	\$5.25.
Fenwick & Co., Geo.	\$25	\$42½ buyers
Green Island Cement	\$0	\$28 sellers
H. & C. Bakery	\$50	\$25.
Hongkong & C. Gas	\$10	\$127.
Hongkong Electric	\$10	\$10½, \$11 ex n. im.
H. H. L. Tramways	\$00	\$147½.
Hongkong Hotel	\$50	\$124 sellers
Hongkong Ice	\$25	\$125, sales
H. & K. Wharf & G.	\$0	\$7, sellers
Hongkong Rope	\$50	\$190
H. & W. Dock	\$125	\$525 p. ct. prem. =
Insurance—		(\$781½ buyers)
Canton	\$50	\$132½ sellers
China Fire	\$20	\$37 sellers
China Traders'	\$25	\$59, sales
Hongkong Fire	\$50	\$327½, sales
North-China	\$25	Tls. 190.
Straits	\$20	\$3.
Union	\$50	\$242, sales & buyers
Yangtze	\$60	\$121. sellers
Land and Building—		
Hongkong Land Inv.	\$50	\$112½ sellers
Humphreys Estate	\$10	\$10 sellers
Kowloon Land & B.	\$30	\$23 sellers
West Point Building	\$0	\$30 sellers
Luzon Sugar	\$100	\$17 sellers
Mining—		
Charbonnages	Fcs. 250	\$300, sales & buys.
Gt. Estn. & O'donian	\$5	30 cts. buyers
Do. Preference	\$1	50 cts. sellers
Jelebu	\$5	\$13½ buyers
Queen's Mines Ltd.	25c	40 cts. sellers
Oliver's Mines, A.	\$5	\$9 sellers
Do. B.	\$4	\$6½ buyers
Punjum	\$6	\$9 sellers
Do. Preference	\$1	\$1.50 sellers
Raubs	15s. 10d	\$61 sellers
New Amoy Dock	\$6½	\$19 buyers
Steamship Coys.—		
China and Manila	\$50	\$90 sellers
China Mutual Pref.	\$10	\$9½ buyers
China Ordinary	\$10	\$7 buyers
Do.	\$5	\$4 buyers
Douglas Steamship	\$50	\$17½ sellers
H., Canton and M.	\$15	\$9 buyers
Indo-China S. N.	\$10	\$8½ sellers
Star Ferry	\$7½	\$21½ cum call \$2½
Tebrau Planting Co.	\$5	\$5 sellers
Do.	\$3	\$3.
United Asbestos	\$2	\$2
Do.	\$10	\$10 nominal
Wanchai Warehouse	\$37½	\$45 buyers
Watson & Co., A. S.	\$10	\$16.15 buyers

J. Y. V. VERNON, Broker.

SHANGHAI, 18th November.—(From Messrs. J. P. Bisnet & Co.'s Report)—A moderate business has been done during the week, in which Shanghai-Langkai Tobacco shares have had a large part. Banks.—Hongkong and Shanghai Banking Corporation.—Shares were sold to Hongkong at 843 and 845 per cent. premium, with exchange 7½ in the latter case, which is equal to 331½ per cent. premium, with exchange 78. Marine Insurance.—No business reported, either here or in Hongkong. Fire Insurance.—No local business was done in either stock. Shipping.—Indo-China S. N. shares were sold at Tls. 60 cash, Tls. 61 for December and Tls. 62 for March. Sugars.—China Sugar Refining shares are wanted in Hongkong at \$120, and Luzons are wanted locally at \$47. Mining.—Sheridan Con. M. shares were sold at Tls. 4, and are wanted Raub Australian Gold Mining shares were purchased from Hongkong at \$64. Docks, Wharves and Godowns.—Shares in S. C. Farnham & Co. were sold at Tls. 212½ and 220. Shanghai Engineering shares were placed, Ordinary at Tls. 100 and Preference at Tls. 107½. Shanghai and Hongkew Wharf shares changed hands at Tls. 242½ and 240 cash. Hongkong and Kowloon Wharf shares sold and are offering in Hongkong at \$88. Lands.—Shanghai Land Investment shares were placed at Tls. 88½, and Hongkong Land Investment shares were placed to Hongkong at \$109 with exchange 70½. Industrial.—Shanghai Gas shares were sold at Tls. 207½. International Cotton Manufacturing Co., Ltd.—The Report and Accounts for the half year to the 30th September have been published. The meeting of shareholders will be held on the 23rd current. The working account shows a profit of Tls. 64,503.13, as compared with Tls. 9,408.58 in the previous term. The net profit is Tls. 55,350.13, which is equal to 6.60 per cent. on the paid up Capital. Of this Tls. 25,000 are written off for Depreciation, and the Debit Balance of Tls. 79,319.35 is reduced to Tls. 48,969.22. Shares have been sold at Tls. 65 cash, Tls. 68½ for December and Tls. 72 for March. China Flour Mill shares were sold at Tls. 30. Shanghai Ice shares, new issue, at Tls. 26, and American Cigarette shares at Tls. 60. Miscellaneous.—Shanghai-Sumatra Tobacco shares were placed at Tls. 60. Shanghai-Langkai Tobacco shares were dealt in to a large extent at Tls. 300/285 cash, Tls. 300/310 for December and Tls. 325/300 for March. Hall & Holtz shares were placed at \$86½, and Central Stores shares at \$11. Loans.—Shanghai Municipal 5 per cent. Debentures were placed at Tls. 90.

Quotations are:—

BANKS.

Hongkong and Shanghai.—\$399½ per cent. prem.
Bank of China and Japan, Ltd.—£1.0.
Do. ordinary.—£5.5.0.
National Bank of China, Ltd.—\$25.00.

COTTON MILLS.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.00.
Hongkong Cotton S. W. & D. Co.—\$60.00.
International Cotton Man. Co., Ltd.—Tls. 65.00.
Laon-kung-mow Cotton Co., Ltd.—Tls. 77.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.00.

DOCKS, WHARVES, & CO.

Boyd & Co., Ltd., Founders.—Nominal.
Boyd & Co., Limited.—Tls. 195.00.
Hongkong & K'loon Wharf Company.—\$88.00.
Hongkong and Whampoa Dock Co., Ltd.—\$775.00.
S. C. Farnham & Co.—Tls. 220.00.
Shanghai Engineering S. & D. Co.—Tls. 100.00.
Shanghai & Hongkew Wharf Co.—Tls. 240.00.

INSURANCES.

Canton Insurance Office, Ltd.—\$136.00.
China Fire Insurance Co., Ltd.—\$87.00.
China Traders' Insurance Co., Ltd.—\$60.50.
Hongkong Fire Insurance Co., Ltd.—\$320.00.
North China Insurance Co., Ltd.—Tls. 190.00.
Straits Insurance Co., Ltd.—Nominal.
Union Insurance Society of Canton, Ltd.—\$242.
Yangtze Insurance Assn., Ltd.—\$125.00.

LANDS.

Hongkong Land Invest. & A. Co., Ltd.—\$106.00.
Humphreys Estate & Finance Co., Ltd.—\$10.00.
Shanghai Land Invest. Co., (fully pd.)—Tls. 83.50.

MINING.

Punjum Mining Co., Ltd.—\$10.00.
Punjum Mining Co., Ltd., pref. shares.—\$1.50.
Raub Australian Gold Mining Co., Ltd.—\$64.50.
Sheridan Consolidated Co.—Tls. 4.00.

SHIPPING.

China Mutual preference.—Tls. 72.00.
Do. ordinary, £2 paid.—Tls. 30.00.
Co-operative Cargo Boat Co.—Tls. 170.00.
Douglas Steamship Co., Ltd.—\$48.00.
Hongkong, Canton and Macao.—\$29.50.
Indo-China Steam N. Co., Ltd.—Tls. 60.00.
Shanghai Cargo Boat Co.—Tls. 185.00.

Shanghai Tugboat Co., Ltd.—Tls. 235.00.
Taku Tug & Lighter Co., Ltd.—Tls. 84.00.

SUGAR.

China Sugar Refining Co., Ltd.—\$130.00.
Luzon Sugar Refining Co., Ltd.—\$48.00.
Perak Sugar Cultivation Co., Ltd.—Tls. 61.75.

MISCELLANEOUS.

American Cigarette Co.—Tls. 60.00.
Central Stores, Ltd.—\$11.00.
China Flour Mills Co.—Tls. 30.00.
Hall & Holtz, Ltd.—\$86.50.
Llewellyn & Co., J., Limited.—\$55.00.
Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Nominal.
Shanghai Gas Co.—\$207.50.
Shanghai Horse Bazaar Co., Ltd.—Tls. 80.00.
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd.—Tls. 36.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 285.
Shanghai Rice Mills Co.—Tls. 26.00.
Shanghai-Sumatra Tobacco Co.—Tls. 60.00.
Shanghai Waterworks Co., Ltd.—Tls. 265.00.
Watson Co., A. S., Limited.—\$16.00.

TONNAGE.

SHANGHAI, 18th November (from Messrs. Wheelock & Co.'s report.)—The activity in our freight market continues, as was to be expected, and coast-wise steamers are reaping a good harvest. Rates are unusually high and we are not likely to see any reduction until the Tientsin and Newchwang ports close for the winter. For coal from Japan the high rates now ruling are almost prohibitive to fresh business, though the fulfilment of old contracts necessitates the acquisition of tonnage at whatever rates steamers can be obtained at. Homewards the rate via Suez has gone no higher, contrary to expectation, and space is still procurable at our quotations. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltic ore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Konigsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Genoa, by Conference Lines, tallow 38s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 41s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. nominal. New York via Pacific, 1½ gold cent per lb. tea, 6 cents per lb. silk; \$10 per ton strawbraid. New York via Suez, 3s. general cargo, 10s. extra for Turmeric, 30s. for tea, all net. Boston via Suez, 37s. 6d. general cargo, 10s. extra for Turmeric, 42s. 6d. for tea, all net. Philadelphia via Suez, 37s. 6d. general cargo, 10s. extra for Turmeric, 42s. 6d. for tea, all net.

VESSELS ON THE BERTH.

FOR LONDON.—Bengal (str.), Malacca (str.) Idomenous (str.), Glenishiel (str.), Machaon (str.).
FOR BREMEN.—Koenig Albert (str.).
FOR MARSEILLES.—Bingo Maru (str.), Sydney (str.), Suevia (str.).
FOR HAVRE AND HAMBURG.—Bamberg (str.), Suevia (str.), Konigsberg (str.), Siberia (str.), Ambria (str.).
FOR SAN FRANCISCO.—Alcoa (str.), America Maru (str.), Gaelic (str.).
FOR SAN DIEGO VIA SHANGHAI.—Lady Joicey (str.).
FOR VANCOUVER.—Empress of India (str.).
FOR VICTORIA, B.C., VIA SHANGHAI.—City of London (str.).
FOR VICTORIA, B. C. VIA SEATTLE.—Idamui Maru (str.).
FOR PORTLAND, O.—Monmouthshire (str.).
FOR NEW YORK.—Moyure (str.), St. Jerome (str.), Mary L. Cushing (str.), Adolph Obrig (str.).
FOR AUSTRALIA.—Kasuga Maru (str.), Guthrie (str.), Changsha (str.).
FOR SINGAPORE, PENANG AND ALGUTTA.—Catherine Apoor (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

November—

ARRIVALS.

10. Loyal, German str., from Hongay.
11. Taisang, British str., from Shanghai.
11. Loosok, British str., from Bangkok.
11. Thales, British str., from Taiwan.
11. Centurion, British battleship, from Amoy.
11. Alacrity, British det. ves., from Shanghai.
12. Haimun, British str., from Tamsui.
12. Hating, French str., from Haiphong.
12. Phra Nang, British str., from Bangkok.
12. Salvador, Amr. str., from Manila.
12. Sungkiang, British str., from Manila.
12. Taichow, British str., from Hongkok.
12. Sibiria, German str., from Kutchinotsu.
12. Shantung, British str., from Hongay.
13. Idzumi Maru, Japanese str., from Seattle.
13. Catherine Apcar, Brit. str., from Calcutta.
13. Szechuen, British str., from Wuhu.
13. Suevia, German str., from Moji.
14. Haiching, British str., from Coast Ports.
14. Plover, British gunboat, from Yokohama.
14. Kachidate Maru, Jap. str., from Kotsu.
14. Nindohona, Austrian str., from Trieste.
14. Hector, British str., from Shanghai.
14. Tetartos, German str., from Moji.
14. Pascal, French cruiser, from Chemulpo.
14. Hanoi, French str., from Haiphong.
14. Konig Albert, German str., from Bremen.
14. Nankin, British str., from Bombay.
14. Loongmoon, German str., from Canton.
15. Tantalus, British str., from Liverpool.
15. Amarr, British str., from Samarang.
15. Shanghai, British str., from Yokohama.
15. Lyeemoon, German str., from Wuhu.
15. Choyang, British str., from Shanghai.
15. Bingo Maru, Japanese str., from Moji.
15. Algoa, British str., from Moji.
15. Chowfa, British str., from Bangkok.
15. Loyal, German str., from Canton.
15. Pronto, Norwegian str., from Canton.
16. Haimun, British str., from Swatow.
16. Taisang, British str., from Canton.
16. Hoihao, French str., from Haiphong.
16. Changsha, British str., from Kobe.
16. Chiyuen, Chinese str., from Shanghai.
16. Benlmond, British str., from Singapore.
16. Sydney, French str., from Shanghai.
16. Triumph, German str., from Haiphong.
16. Taifu, German str., from Hongay.
16. Kong Beng, British str., from Haiphong.
17. Kosa Maru, Japanese str., from Swatow.
17. Bellerophon, British str., from Penang.
17. Hue, French str., from Haiphong.
17. Daphne, German str., from Kutchinotsu.

November— DEPARTURES.

11. Clyde, British str., for Shanghai.
11. Chusan, British str., for Europe.
11. Clara, German str., for Haiphong.
11. Kong Beng, British str., for Haiphong.
11. Hailan, French str., for Hoihow.
11. Hailoong, British str., for Swatow.
11. Pronto, Norwegian str., for Canton.
11. Loyal, German str., for Canton.
11. Meefoo, Chinese str., for Shanghai.
11. Hue, French str., for Haiphong.
11. Kumang, British str., for Calcutta.
11. Poseidon, Austrian str., for Bombay.
11. Rosetta, British str., for Yokohama.
12. Hong Leong, British str., for Amoy.
12. Maidzuru Maru, Japanese str., for Swatow.
12. Konigsberg, German str., for Yokohama.
12. May Flint, Amr. ship, for Port Townsend.
13. Esmeralda, British str., for Manila.
13. Taiwan, British str., for Shanghai.
13. Inaba Maru, Japanese str., for Yokohama.
14. Haimun, British str., for Swatow.
14. Thales, British str., for Swatow.
14. Szechuen, British str., for Canton.
14. Independent, German str., for Cebu.
14. America Maru Jap. str., for San Francisco.
14. Carlo Alberto, Italian str., for Shanghai.
14. Legaspi, Amr. ship, for Manila.
15. Kinkiang, British str., for Shanghai.
15. Piccola, German str., for Saigon.
15. Tritos, German str., for Saigon.
15. Hating, French str., for Haiphong.
15. Formosa, British str., for Swatow.
15. Lyeemoon, German str., for Canton.
15. Germania, French str., for Singapore.
15. Shantung, British str., for Cebu.
16. Konig Albert, German str., for Shanghai.
16. Hector, British str., for London.
16. Haiching, British str., for Swatow.

16. Sabine Rickmers, British str., for Amoy.
16. Kachidate Maru, Japanese str., for Moji.
16. Belmont, British str., for Astoria.
16. Loyal, German str., for Hongay.
16. Choyang, British str., for Canton.
16. Phra C. C. Kiao, Brit. str., for Bangkok.
16. Loongmoon, German str., for Shanghai.
16. Salvador, Amr. str., for Manila.
16. Patroclus, British str., for Shanghai.
16. Shanghai, British str., for London.
16. Vincobona, Austrian str., for Shanghai.
17. Tantalus, British str., for Shanghai.
17. Haimun, British str., for Swatow.
17. Hanoi, French str., for Haiphong.
17. Bingo Maru, Jap. str., for Marseilles, &c.
17. Loosok, British str., for Bangkok.
17. Taichow, British str., for Bangkok.
17. Taisang, British str., for Swatow.

PASSENGER LIST.

ARRIVED.

Per *Loongmoon*, from Shanghai, Mr. and Mrs. B. de Albertin, Mrs. Newell, Misses Newell, Baron Guedo Vitali, Capt. C. Witmus, Dr. F. Vorwerse, Messrs. R. Prehn, A. Bombath and C. Duff.

Per *Clyde*, for Hongkong, from London, Mr. W. B. Lawton, Rev. J. B. Carpenter, Miss Fleming, Miss Barr, Miss Pantin, Miss Aston, Miss Townsend, and Mr. Woodgates; from Marseilles, Mr. Shellim; from Gibraltar, Lieut. M. de Silva; from Singapore, Dr. J. J. Guisti.

Per *Shanghai*, for Hongkong, from Yokohama, Mr. C. L. Piesse; from Shanghai, Mr. and Mrs. J. Paya and infant, Mr. and Mrs. Gruenhagen, Mr. and Mrs. W. Coleman, Miss Coleman, Mrs. Morrison, Messrs. B. W. Layton and Dietrick.

Per *Taisang*, from Shanghai, &c., Messrs. Lawrence, Stringer, Chuck Hok Chow, Tong Kam Yew and 125 Chinese.

Per *Hating*, from Haiphong, &c., Mr. and Mrs. Weatherston, and Mr. Xavier.

Per *Haiching*, from Coast Ports, Mrs. O. Sullivan and maid, Mr. and Mrs. Osorio and nephew.

Per *Hanoi*, from Haiphong, Messrs. Brosse and Sunze.

Per *Choyang*, from Shanghai, Messrs. Jackson, Johns, and O. E. L. Mookler.

Per *Chiyuen*, from Shanghai, Dr. Marksone.

Per *Haimun*, from Swatow, Mr. and Mrs. Prettiwitz.

Per *Konig Albert*, for Hongkong, from Bremen, Messrs. Bernard Johannesen, L. Sandow, and Capt. Thomas Seelberg; from Southampton, Mr. and Mrs. F. E. Allhusen, Mrs. Brooks, Messrs. Archibald Cameron, R. Dickson, Misses Margaret Egerton and Blanche Egerton, Dr. and Mrs. Falmy and child, Mr. and Mrs. T. E. Griffith, Capt. and Mrs. A. Jensen, and child, Miss S. May, Miss C. May, Miss McClelland, Mr. Geo. Ulvedale Price, Miss Storr, Mrs. Stevens; from Genoa, Messrs. Walter Bauer, John F. Eberlein, G. Endemann, R. Fuhrmann, B. Greiser, Miss Debora Gebhardt, Mr. J. Goosmann, Miss Marie Granzow-Steinhagen, Mrs. Hager and child, Messrs. Ernst Holthaus, Helm, Mr. and Mrs. Kaehne, Rev. and Mrs. F. Kircher, Rev. K. Kastler, Mr. and Mrs. F. von der Pfordten, Misses Blanche von der Pfordten, Lily von der Pfordten, Gladys von der Pfordten, Mr. Th. W. Vogelgesang, and Rev. J. Wintergerst; from Naples, Mr. H. K. Nishimura; from Port Said, Mr. John F. Heideger; for Shanghai, from Bremen, Messrs. Heinr. Frickhoffer, Michael Hintzen, Miss Adele Kayser, Messrs. Wihl Jurgens and Fritz Michaelis; from Antwerp, Mr. and Mrs. E. Goffinet, and Mr. Emil Jacobson; from Southampton, Dr. and Mrs. Babington, Mrs. Boia, Miss Chamberlain, Mr. and Mrs. Clark and child, Mr. H. G. Dering, Miss Edwards, Miss Harris, Miss Margaret Johnston, Mrs. de Kantzow, Miss Knight, Mr. Lovett, Sir Claude Macdonald, K.C.B., K.C.M.G., Lady Macdonald, Miss McIlroy, Mr. John Northey, Miss Kristina Oern, Mr. and Mrs. Phillips, Mrs. Runcie and children, Messrs. A. E. Seward, Wm. Shaw, A. Sheriff, E. Lenox Simpson, Mrs. A. P. Simpson and children, Messrs. Harold Taylor, P. J. Turner, Miss Warmsley, and Miss Yonge; from Genoa, Mr. F. von Bruckner, Mrs. Dallas and children, Mr. Charles Dowdall, Mrs. Helene Fischer and children, Messrs. A. Fleet, Peter Hansen, Karl Helleberg, Mrs. Lotten Helleberg and child, Mr. Hans Lange, Rev. Rud. Pieper, Mr. and

Mrs. Salvago Raggi, and Mr. Emil Wahlstedt; from Naples, Miss M. Wells; for Nagasaki, from Southampton, Miss Officer; for Hyogo, from Southampton, Miss B. D. Howard; for Yokohama, from Bremen, Mr. John Klatts and Dr. Paul Stibel; from Southampton, Miss Austen, Rev. and Mrs. W. T. Austen and children, Mr. Austen, jun., Miss Chick; from Genoa, Mrs. W. G. Bayne, Professor Crusen, Mr. Hayakawa, Professor von Kendall, Miss Emilie Kopfer, Lieut. Carl Kruger, Messrs. Ernst Plesman and A. D. Schinsinger, Mrs. Schinsinger, Messrs. Forstrath Schilling and Thos. C. Schouten, Miss Strome, Dr. T. Takaki, Mr. Tsuruhara, Prof. Dr. Wada, and Miss Alwine Wendt; from Naples, Messrs. Seihan Ikeda, Tan, and Yoneyama.

Per *Sydney*, for Hongkong, from Shanghai, Messrs. Marten, Blayton, Joseph Walton, W. Hartigan, Mr. and Mrs. Sachse, Messrs. W. P. Bentley, Desgodins, Mr. and Mrs. Schlagonski and infant; from Yokohama, Mrs. Heing and child, Messrs. J. Brandon Ellard and Sachal, Mrs. Sachal, Messrs. H. B. Darnel and Movet; from Kobe, Mr. B. H. Karandjia; from Nagasaki, Mrs. and Miss Sanno, Colonel Sanno, Captain Sage, Messrs. Pinkston, Henvillet, Teritto, Viguerie, Cochon, and Rognabert, and Mrs. Gold; for Saigon, from Shanghai, Mr. C. F. Smith; for Singapore, from Shanghai, Dr. H. Eden Paul and Mr. F. H. Le Pan; from Yokohama, Messrs. C. J. D. Saylor, Nakagawa, Okamoto, and Futchi; for Colombo, from Yokohama, Capt. H. Hiraoka; for Suez, from Shanghai, Mr. Popovici; for Port Said, from Nagasaki, Messrs. Frammer and Guerin; for Marseilles, from Shanghai, Dr. Paulun, Messrs. C. Von Bose, W. M. Ewans, J. W. H. Ward, Dr. Bogentsky, Messrs. E. Raddats and E. L. B. Allen; from Yokohama, Messrs. M. Darfenille, Ruttel Harper, and Nguyen Van Souch; from Kobe, Mr. Jubiot; from Nagasaki, Mr. Honore.

DEPARTED.

Per *Diamante*, for Manila, Messrs. E. Lutz and M. Higgin, Miss Masoska, Mrs. Mealey, Misses E. and L. Mealey, Mrs. Pierce, Mrs. Powers, Mrs. Cowles, Mrs. Booth and child, Mrs. Currie, Mrs. Groves, Mrs. Cooper and child, Miss Lowell, Mrs. Pickrell and daughter, Mrs. Elliott, Mrs. Cardwell and 2 children, Mrs. Leigh, Mrs. Roberts, Mrs. Prescott, Mr. and Miss Macleod, Mrs. Lawton, Mrs. Reynolds, Mrs. Armstrong, Mrs. Crowne, Mrs. Potter, Mrs. Rethers, Mrs. Gibson, Mrs. Evans, Messrs. D. Adeskyi and V. Vandevenne, Mrs. Crosby and 2 children, Mrs. Ahern, Mrs. C. R. Trowbridge, Mrs. Dalton, Mr. and Mrs. Rees and child, Miss Reyes, Messrs. Ceron and Weir, Mrs. Waldo Evans, Messrs. J. Haim, M. Kaplan, M. Fepper, J. Veinstein, D. H. Doyle, and W. E. Italee.

Per *Chusan*, from Hongkong, for London, Mr. and Mrs. J. A. Barnett, Miss Barnett, Mr. and Mrs. Donkin, Mr. and Mrs. Bullard, Capt. Geoghegan, Lieut. Shewell, Messrs. Wadsworth, Shone, Lord Elbank, Captain Rogers, and Mr. A. W. White; for Marseilles, Mrs. G. A. Salt, Miss Lausing, Mrs. W. F. Barton and sons, Mr. and Mrs. Watson, Mr. and Mrs. Mora, Mr. and Mrs. Lloyd, Messrs. Safford, A. B. Wharton, and Capt. Purvis; for Colombo, Captain Dobell, Mr. Neidlinger, Miss de Tontellette, and Mrs. Dadman; for Bombay, Messrs. V. M. Mascarenhao and F. Pheerbhoy; for Port Said, Mr. J. F. Stone; for Singapore, Messrs. Frank Chapman and Henry Sheaffe.

Per *Clyde*, from Hongkong, for Shanghai, Major and Mrs. Higgs, Messrs. J. H. Crimes and Chas. Holen.

Per *Esmeralda*, for Manila, Mr. Tobler, Mr. and Mrs. Candall and 2 children, Messrs. E. Pugh, Williams, G. Jefferson, Andrews, Isaac Haim, M. Kaplan, H. Rosenthal, and J. R. Stuart.

Per *America Maru*, for Nagasaki, Mrs. Yokoe Numeya; for Kobe, Mrs. Roberts and daughter; for Yokohama, Mrs. J. W. Mangles, Mrs. Thompson, Mr. F. A. Gardner, and Mrs. Dora Shoe; for San Francisco, Messrs. Philip T. Mager, J. T. Molera, B. A. Brown, Dr. J. J. Guisti, Mrs. Flora Ellon and daughter, Miss Clayburg; for New York, Dr. Carl Westphal; for London, Captain Lange.

Per *Legaspi*, for Manila, Messrs. A. Castaneda, Alex. Dorido, Frank Zulant, Loy Kok Teol, and Cheng Chung Fai (of the Chinese Consulate, Manila).

Per *Konig Albert*, for Shanghai, from Bremen, Messrs. W. Jurgens, M. Hintzen, H. Frickhoff, Michaelis, Miss A. Kayser, Messrs. A. Rooper and W. Wang; from Southampton, Mrs. A. Simpson and children, Messrs. A. Sheriff, H. Taylor, G. Dering, Misses Bois, Yonge, and Edwards, Messrs. Johnston and Logan, Misses Chick and Knight, Dr. and Miss Babington, Messrs. P. F. Turner and L. E. Seward, Mr. and Miss Phillips, Messrs. Mellday, Harries, and Warnaby, Mrs. W. N. Runcie and children, Messrs. E. Simpson, J. Norsley, Wm. Shaw, and E. Jacobsen, Miss Oern, Mr. and Miss They, Miss Chamberlain, Messrs. G. Sinclair, H. Mackey, E. T. Tonester, F. Wheeler, J. Frey, and F. Martin; from Antwerp, Messrs. D. Thomsen and L. McCall; from Genoa, Mr. and Mrs. S. Raggi, Sir Claude MacDonald, K.C.B., K.C.M.G., Lady MacDonald, Messrs. L. Fleet, Chas. Dowdall, P. Hansen, W. Bruckner, E. Groner, H. Pieper, H. Lange, E. Wahlstedt and G. Helleberg, Mrs. H. Fischer and children, Miss West, Mrs. Dallas and children, Mrs. L. Helleberg and children; from Naples, Mr. M. Wells; from Colombo, Lieut. Becker: for Yokohama, from Bremen, Messrs. F. Hausstein, S. Belluleske, and Dr. P. Stubel; from Southampton, Miss Hogan, Mr. and Miss Nettleship, Mr. V. H. Patrick, Miss Austen, Rev. and Mrs. W. T. Austen and children; from Genoa, Messrs. E. Plessmann, C. Kruger, Dr. F. Takati, Prof. v. Krudell, Mr. R. Schilling, Mr. and Mrs. Schinzinger, Mr. N. G. Bayne, Dr. Wada, Dr. Hayakawa, Dr. Tauruhara, Messrs. Wendt and Koepfert, Prof. Krusen; from Naples, Messrs. Yan and Joneyama; for Hiogo, from Southampton, Mr. R. D. Howard; for Nagasaki, from Southampton, Miss S. Officer; from Hongkong for Yokohama, Mr. and Mrs. Newton, Lord Henry Thynne; for Shanghai, Mr. and Mrs. E. F. Scholes, Mr. and Mrs. M. Schairmann, Misses W. Gaskin, D. Bennett Ingram, M. Pakes, Mr. and Mrs. A. E. Coma, Mr. E. Souza.

Per *Shanghai*, for London, &c., Commander A. Henderson, 7 Naval Invalids, Messrs. A. S. Crum, R.N., C. F. Jordan, R.N., Frank Meek, R.N., The Hon. Ben Bathurst, Mr. and Mrs. Tayleur.

HONGKONG STEAMERS

Algoa, British steamer, 4,869, Hansford, Nov. 15, Pacific Mail Steamship Co
Amara, British steamer, 1,785, Mattock, Nov. 15, Jardine, Matheson & Co
Bellerophon, British str., 1,288, Lyons, Nov. 17, Butterfield & Swire
Benlarig, British str., 1,487, Kroble, Nov. 7, Gibb, Livingston & Co
Benlomond, British str., 1,752, McIntosh, Nov. 16, Gibb, Livingston & Co
Catherine Apar, British str., 1,730, Olifent, Nov. 13, David Sassoon, Sons & Co
Chang'sa, British str., 1,463, Moore, Nov. 16, Butterfield & Swire
Chowfa, British str., 1,050, Williamson, Nov. 15, Butterfield & Swire
Daphne, German str., 1,271, Nissen, Nov. 17, Siemssen & Co
Empress of India, British str., 3,003, Marshall, Nov. 1, C. P. R. Co
Equatoria, Belgian str., 1,236, Williams, Oct. 22, Laute, Wegener & Co
Hohenzollern, German str., 2,039, Kirchner, Nov. 6, Melchers & Co
Hoihao, French steamer, 509, Gerard, Nov. 16, A. R. Martv
Hue, French steamer, 704, Merlees, Nov. 17, A. R. Martv
Idzumi Maru, Jap. str., 2,307, Curnow, Nov. 13, Nippon Yusen Kaisha
Kong Beng, British str., 862, Joslin, Nov. 16, Butterfield & Swire
Kosai Maru, Jap. str., 1,418, Nagao, Nov. 17, Nippon Yusen Kaisha
Kutsang, British str., 1,495, Bradley, Nov. 15, Jardine, Matheson & Co
Mongkut, British str., 859, Majer, Oct. 14, Chinese
Nankin, British str., 2,557, Bennett, Nov. 14, P. & O. S. N. Co
Phra Nang, British str., 1,021, Calder, Nov. 12, Chinese
Pronto, Norwegian str., 958, Mueller, Nov. 10, Buschmann & Mensell

Sibiria, German steamer, 3,320, Braun, Nov. 12, Carlowitz & Co
Suevia, German steamer, 4,129, Foerok, Nov. 13, Carlowitz & Co
Sungkiang, British str., 1,021, Moore, Nov. 12, Butterfield & Swire
Sydney, French steamer, 4,232, Aubert, Nov. 16, Messageries Maritimes
Taifu, German steamer, 1,65, Schuldt, Nov. 16, Chinese
Tetartos, German str., 1,578, Dealer, Nov. 14, Siemssen & Co
Triumph, German steamer, 875, Rieke, Nov. 16, Jebben & Co
Trym, Norwegian str., 710, Hannestad, Nov. 3, Order
Undaunted, British str., 2,026, Elcoate, Nov. 9, Order
Wuhu, British steamer, 1,250, Benson, Nov. 6, Butterfield & Swire

SAILING VESSELS.

Adolph Obrig, Amr. ship, 1,302, Amesbury, Oct. 17, Standard Oil Co
Lothair, Italian bark, 759, Jaranga, Oct. 1, Order
Mary L. Cushing, Amr. ship, 1,540, Pendleton, Oct. 1, Order
Reuce, American ship, 1,828, Whitmore, Oct. 3, Standard Oil Co
St. James, Amr. bark, 1,543, Tapley, Sept. 29, Reuters, Brockmann & Co
St. Mark, American ship, 2,120, Dudley, Nov. 7, Arnold, Karberg & Co
Simla, British 4-m. bark, 2,187, Huestis, Aug. 25, Order
State of Maine, Amr. ship, 1,500, Colcord, Oct. 9, Standard Oil Co
Waratah, British sch., 25, Haynes, Sept. 23, F. W. Hall
West York, British bark, 706, Forster, Nov. 9, Order
Wm. H. Conner, Amr. ship, 1,424, Erskine, Oct. 14, Standard Oil Co

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at Nagasaki
Aleout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostok
Aspic, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Bangkok
Baltimore, American protected cruiser, 10 guns, 10,64 h.p., Capt. J. M. Forsyth, at Manila
Bennington, Amr. gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Manila
Bobre, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Port Arthur
Callao, American gunboat, 1 gun, 55 h.p., Lieut. B. Tappan, at Manila
Carlo Alberto, Italian cruiser, Comdr. Roberto, at Shanghai
Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila
Celtic, American supply ship, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila
Charleston, Amr. protected cruiser, 8 guns, 6,666 h.p., Capt. Geo. W. Pigman, at Cebu
Concord, Amr. g-bl., 6 guns, 3,405 h.p., Com. S. M. Ackley, at Manila
Culgoa, American supply ship, 2,350 h.p., Comdr. J. W. Carlin, at Hongkong
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. de Maroll, at Saigon
Descentes, French cruiser, Capt. M. Bernard, at Foochow
Deutschland, German cruiser, 8,000 h.p., Capt. Muller, at Hongkong
Dimitri Donskoy, Russian armoured cruiser, 3 guns, 7,000 h.p., Com. Sharon, at Vladivostok
Don Juan de Austria, Amr. monitor, Captain Rowin, at Hongkong
Eclairer, French gunboat, 8 guns, 2,050 h.p., Captain Texier, at Along
Elba, Italian cruiser, 18 guns, Capt. Cecconi, at Chefoo
Etna, Italian cruise, Capt. Giovannir Giosello, at Chefoo
Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Captain Serebrenniff, at Vladivostok
Gefion, German cruiser, 10 guns, 9,000 h.p., Capt. Rollmann, at Kiaochau
Glacier, Amr. supply ship, Lieut.-Comdr. J. B. Briggs, at Manila
Gremiatzky, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Miklashevsky, at P. Arthur

Helena, American gunboat, 8 guns, 1,938 h.p., Com. E. K. Moore, at Manila
Hertha, German cruiser, 30 guns, — h.p., Capt. von Usedom, at Hongkong
Ilia, German gunboat, 10 guns, 1,600 h.p., Capt. H. H. Lans, on Yangtze
Irene, German cruiser, 12 guns, 8,000 h.p., Capt. Obenheimer, at Nagasaki
Iris, American distilling ship, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila
Isa de Luzon, Amr. cruiser, Captain Rowan, at Hongkong
Isa de Cuba, Amr. cruiser, Captain Gyles, at Hongkong
Jaguar, German cruiser, Captain Kinderling, at —
Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Auber, at Kwangchowwan
Kaiserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Guelich, at Shanghai
Kaiserin Elizabeth, Austrian cruiser, 23 guns, 8,000 h.p., Capt. von Wellstaedt, at S'pore
Kersaint, French gun-vessel, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon
Korevets, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Port Arthur
Liguria, Italian cruiser, Captain S. Casella, at Chefoo
Lion, French gunboat, Captain Amet, 4 guns, 500 h.p., at Shanghai
Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Captain Yakovlev, at Vladivostok
Manila, American gunboat, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila
Marco Polo, Italian cruiser, 22 guns, 10,000 h.p., Captain Ed. Incarnato, at Singapore
Moeve, German gunboat, Captain Merten, at Samoa
Monadnock, Amr. double-turret monitor, 6 guns, 3,000 h.p., Capt. J. McGowan, at Manila
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. Geo. A. Bicknell, at Shanghai
Monterey, Amr. double-turret monitor, 4 guns, 5,244 h.p., Com. E. H. C. Leutze, at Manila
Nanshan, American collier, Lieut. L. A. Kaiser, at Manila
Navarin, Russian battleship, 2 guns, 1,150 h.p., Captain Yenish, at Port Arthur
Oregon, American battle-ship, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Hongkong
Otvazny, Russian armoured cruiser, 12 guns, 2,500 h.p., Com. Coprianoff, at Nagasaki
Pamiat Azova, Russian armoured cr., 36 guns, 8,000 h.p., Capt. Nidermiller, at P. Arthur
Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Hongkong
Petrel, Amr. gunboat, 4 guns, 1,095 h.p., Com. C. C. Cornwell, at Cebu
Piemonte, Italian cruiser, 12 guns, 12,000 h.p., Captain F. Giuliani, at Hongkong
Presidente Sarmiento, Argentine frigate, 16 guns, 2,000 h.p., Capt. Betheder, at Manila
Princeton, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila
Rossia, Russian cruiser, Capt. Domojiroff, 22 guns, 14,500 h.p., at Vladivostok
Rurik, Russian flagship, 48 guns, 13,500 h.p., Com. Haupt, at Nagasaki
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Vladivostok
Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p., Capt. Mollas, at Port Arthur
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Port Arthur
Stromboli, Italian monitor, 36 guns, 6,252 h.p., Captain Bregante, at Shanghai
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Plessix, at Saigon
Vauban, French cruiser, 11 guns, 4,560 h.p., Captain Blondel, at Kwangchowwan
Vladimir Monomach, Russian cruiser, 16 guns, Captain Prince Ouchtomsky, at P. Arthur
Vsadnik, Russian torpedo-boat, 18 guns, 1,600 h.p., Capt. Rogulia, at Vladivostok
Wheeling, American gunboat, 6 guns, 1,061 h.p., Comdr. W. T. Burwell, at Manila
Yorktown, American gunboat, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila
Yosemite, American converted cruiser, 10 guns, 3,600 h.p., Captain G. E. Ide, at Guam
Zabiaka, Russian cruiser, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur
Zafiro, American despatch-vessel, Master A. M. Whitton, at Hongkong